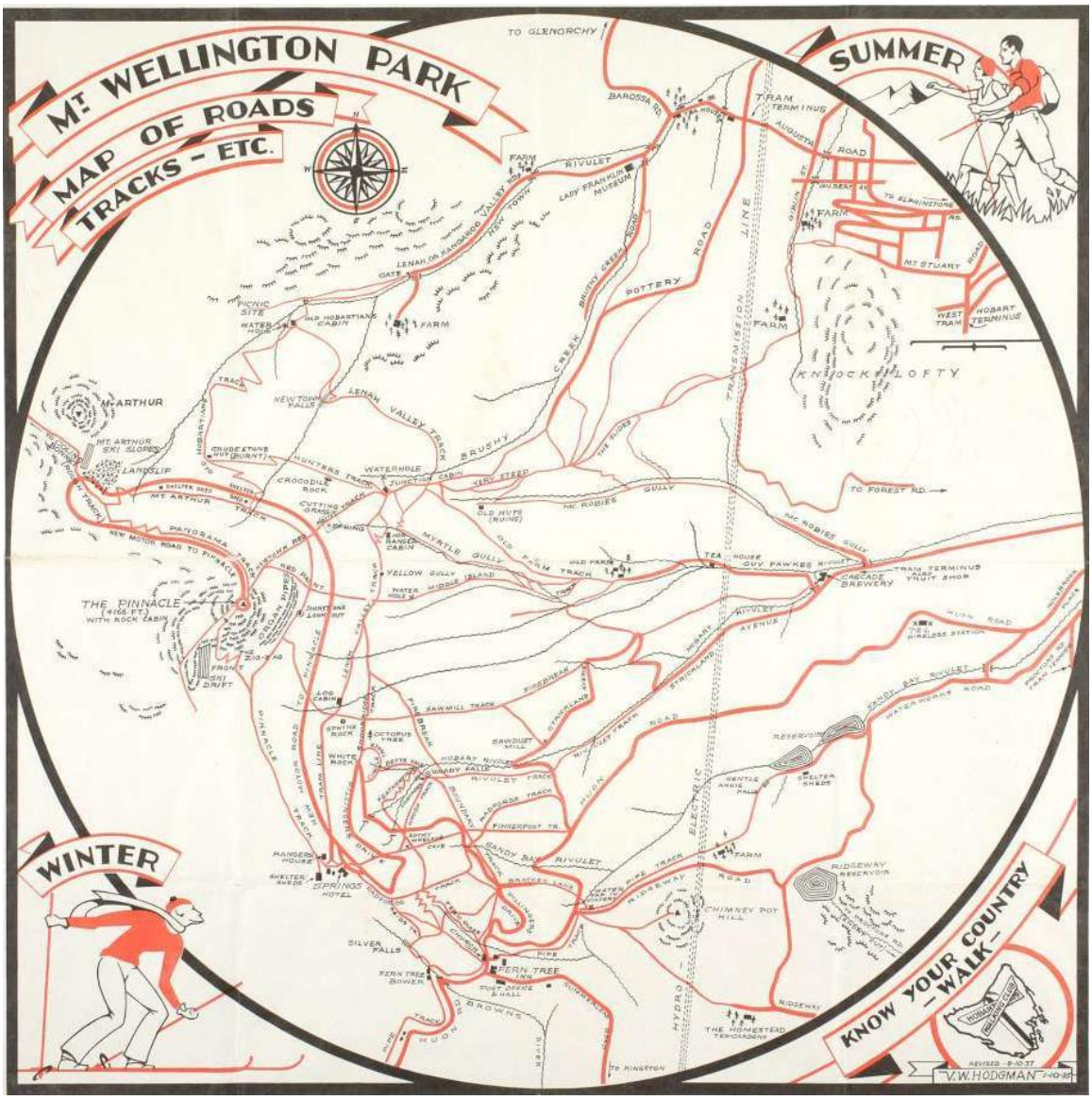
THE HISTORIC TRACK & HUT NETWORK OF THE HOBART FACE OF MOUNT WELLINGTON

Interim Report
Comparative Analysis & Significance Assessment



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For the Wellington Park Management Trust, Hobart.

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Background to Report

This report presents the comparative analysis and significance assessment findings for the historic track and hut network on the Hobart-face of Mount Wellington as part of the Wellington Park Historic Track & Hut Network Assessment Project. This report is provided as the deliverable for the second milestone for the project.

The Wellington Park Historic Track & Hut Network Assessment Project is a project of the Wellington Park Management Trust. The project is funded by a grant from the Tasmanian government Urban Renewal and Heritage Fund (URHF).

The project is being undertaken on a consultancy basis by the author, Anne McConnell.

The data contained in this assessment will be integrated into the final project report in approximately the same format as presented here.

Image above: ***Holiday Rambles in Tasmania – Ascending Mt Wellington, 1885.***
[Source – State Library of Victoria]

Cover Image: ***Mount Wellington Map, 1937, VW Hodgman***
[Source – State Library of Tasmania]

CONTENTS

ABBREVIATIONS

AHPI	Australian Historic Places Inventory
asl	above sea level
CCC	Civilian Conservation Corps (USA)
CNP	Canadian National Parks
DOC	Department of Conservation (NZ)
GCC	Glenorchy City Council
HCC	Hobart City Council
HPT	Historic Places Trust (NZ)
HT	Heritage Tasmania (DPIPWE)
HWC	Hobart Walking Club
NLA	National Library of Australia
NPS	National Park Service (USA)
NSW	New South Wales
NT	Northern Territory
PWS	Parks & Wildlife Service
Qld	Queensland
SA	South Australia
SLT	State Library of Tasmania
SLV	State Library of Victoria
TAHO	Tasmanian Heritage & Archives Office (formerly AOT)
Tas	Tasmania
THC	Tasmanian Heritage Council
THR	Tasmanian Heritage Register
TMAG	Tasmanian Museum & Art Gallery
TTA	Tasmanian Tourism Association
Vic	Victoria
WA	Western Australia
WPMT	Wellington Park Management Trust

1 BACKGROUND – THE EVOLUTION OF THE TRACK & HUT NETWORK

1.1 The Evolution of the Track Network

Overview

Although Aboriginal people would have travelled to the top of Mount Wellington by a variety of routes, the routes used by Europeans from settlement in 1803, onwards, appear to have been restricted to a limited number of particular routes, later formalised as marked routes, and again later as cut tracks.

The initial and key routes on Mount Wellington were focused on getting to the summit of Mount Wellington, and were all from the core part of Hobart, therefore all on the eastern face.

The first documented route was that taken in 1789by George Bass who is credited as being the first non-Aboriginal person to climb Mount Wellington. Bass is understood to have made the ascent via the New Town Rivulet and Mount Arthur. The second documented route is the exploratory one taken in 1804by men of Collins party who were investigating the hinterland of Sullivans Cove preparatory to making the decision to make the area a permanent settlement (moving it from the Risdon Cove settlement established by Bowen in 1803). This party comprised Robert Brown (botanist), George Harris (surveyor) and AWH Humphrey (geologist), and the route they appear to have taken was up the Hobart Rivulet to the Springs, then presumably up slope to South Wellington, then across the open summit ridge to the Pinnacle. The route appears to have been determined by their interest in establishing the source of the Hobart Rivulet and establishing its reliability, as well to get a better geographical appreciation of the region from the summit with its expansive views (McConnell & Handsjuk 2010).

Both these routes became the early regularly used routes to the summit from the early Hobart Town settlement, both becoming more formalised during the early colonial period, with some sections becoming well made logging roads or bridle tracks while other sections were little more than routes.

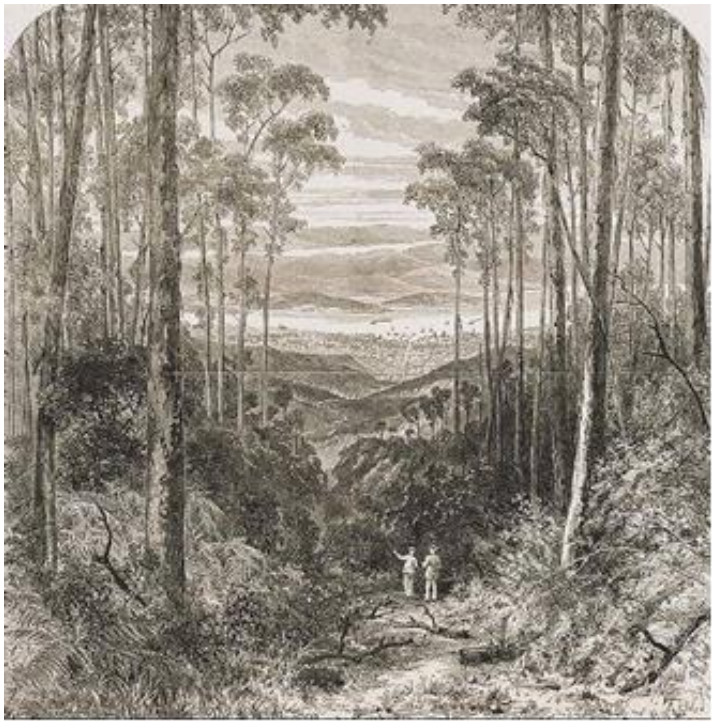
The year 1845 however saw a significant departure from these routes and the focus on the summit. In 1845 Wellington Falls was ‘discovered’ by the white settlers, and with burgeoning world-wide interest in the Sublime the falls were seen as a marvel of nature which should be easily accessible to all those with an interest. That same year enough funds were raised by public subscription for a track to the Falls, and in the same year a track was cut from the Springs around the southern side of Mount Wellington to Wellington Falls on the North West Bay River, a distance of c.6 km (c.3.6 miles). This was the first purpose built recreational track to be built on Mount Wellington, and in fact in Tasmania. It was amongst the earliest recreational tracks to be cut, and the first publicly built recreational track, in Australia.[1]

From this point in time new tracks were slowly developed on Mount Wellington. For the rest of the 1800s, the additional routes were mainly developed to access the summit from the key entry points around Hobart, or to connect to the main Mountain stopping points Fern Tree and the Springs, or as short walks from them. Until the late 1800s the upwards routes went straight up the slopes, generally using spur ridges, but from 1890 when the better graded Radfords Track was constructed as an alternative to the Fingerpost Track, most tracks on the mountain were built as ‘sidling’ tracks – well benched tracks that cut across or diagonally up and across the slopes.

From the late 1800s through to the early 1900s (c.1880 to 1920) a special interest in Mount Wellington was the ‘ferneries’, or fern groves, in the gullies on the mid-slopes of the mountain, and a small number of public

[1] *The other tracks were a small number of tracks had been cut by private land owners (at this time mainly publicans) to newly ‘discovered scenic points in the Blue Mountains west of Sydney (Smith et al, 2006).*

Figure 1 Some examples of the Historical Tracks on Mount Wellington



Earliest image of an historical track on Mount Wellington, possibly the Fingerpost Track
1866-86, Robert Bruce [Source – NLA]

Probably the upper Icehouse Track
no date, author unknown [Source – SLT]

Junction of the Wellington Falls Track and Icehouse Track
no date, author unknown, [Source – Sheridan 1998, image originally from the TMAG Collection]

McRobies Gully Track
no date, author unknown [Source – SLT]

tracks were built to access these. One of these was the Fern Glade Track which was built at the same time as Radfords Track. This interest was also manifest in the development of small 'weekend' huts which were tucked away in the various gullies on the Hobart face of Mount Wellington, usually in or near fern groves, and in some cases also near attractive water features, such as cascades, on the creeks (refer Section 1.2). These huts did not result in the construction of major tracks, but were mainly accessed via minor tracks built by the hut owners off the existing major tracks.

The peak of track building on Mount Wellington was in the early-mid 1900s Depression period when some 20 miles (c.32 km) of new track is reported as having been built on the Mountain by unemployed married men as a Hobart City Council sponsored and managed Depression employment relief project.[2] This was one of the largest Depression period employment projects in Tasmania and operated continuously over four years (1928-1932).[3] Credit for the vision for this project, which extended tracks and built new linking and scenic tracks must go to Cecil Johnston, then Deputy Town Clerk at the HCC[4], and one of the HCC Aldermen, Louis Shoobridge[5]. The project was strongly supported by the citizens of Hobart who donated significant sums of money to the project via the Mayors Fund. These public donations were used to augment the Federal, State and local government funds used on the project, and were particularly important in allowing the last three tracks to be built.

The tracks built at this period were the Lenah Valley Track, Shoobridge Track, Featherstone Cascades Track, probably Betts Vale Track and part of Circle Track, the Organ Pipes – Mt Arthur – Panorama Track, Myrtle Gully Track, Hunters Track and the Old Hobartians Track. As well, the Pinnacle – Zig Zag Track was rebuilt and the Fern Glade Track was recut and extended to Pillingers Drive. Work on these two tracks preceded the new track building. The tracks were designed to create better access, to create links, access new beauty spots and provide more variety in the walking options on Mount Wellington. The Organ Pipes – Mt Arthur – Panorama Track was constructed as a high level scenic track that provided a round-trip summit option, and it was also seen as the start in providing a connection to Collins Bonnet and to Collinsvale. The Lenah Valley Track was the first track on the Mountain to provide a link directly to upper Lenah Valley, and was built as a pre-cursor to a proposed (but never built) 'carriage drive' from the Springs, that when built would provide a vehicular round-trip from Hobart via Fern Tree.

The tracks of this period are notable for their robustness, although they tended to be narrower, generally c.4'-5' wide, compared to the earlier tracks which were generally in the order of 10' to 6' wide. Most of these tracks are well benched tracks, at least for most of their length. A number, for example the Lenah Valley Track, the Organ Pipes – Mt Arthur Track, Shoobridge Track and Hunters Track, were built across significant boulder fields and have distinctive rock paths across these boulder scree sections.

The end of 1932 saw the track network on the Hobart face of Mount Wellington at its most developed, and with the greatest length of walking track – some 80 kms. At this stage the only known tracks to have dropped out of use were the New Town Way and the Bower Track at the north and south limits of the track network. At this time the Wellington Falls Track and Icehouse Tracks were closed, but these two tracks were re-opened within the next 10 years.

In the next c.70 years, from the end of 1932 until the early 2000s, only one new recreational track was constructed on the Hobart face of Mount Wellington. This new track was Jacksons Bend Track, a small connecting track up a ferny gully, which was built by the HCC in the 1970s (M. Knott, pers comm, cited in McConnell & Scripps 2005). Two key tracks, the Middle Island and McRobies Gully Tracks, and the

[2] *A calculation of the lengths of present day tracks suggests that only c.16 miles (25 km) of track was cut during the Depression, with c. 5.5 km being recut existing track and c.19.5 km being newly cut track.*

[3] *Mount Wellington was a major focus of Depression employment projects with not only the four year recreational track building project, but also the development of the Exhibition Gardens and associated lookout and shelter shed at the Springs in c.1932 , and the building of the Pinnacle Road in 1934-36.*

[4] *Cecil Johnston also had a personal interest in the Mountain and was the owner of one of the rustic weekender huts.*

[5] *Louis Manton Shoobridge was a significant figure in Tasmanian history as a prominent landowner in the Derwent Valley, as a member of Tasmanian parliament, and as an advocate for the scenic development of Tasmania (and also involved in the development of the Exhibition Gardens at the Springs).*

Featherstones Cascades Track, are known to have dropped out of use in the early part of this period (by c.1950), along with the upper part of the New Town Track (ie, above Junction Cabin). The Mt Arthur Track and Panorama Track, and the Springs' end of the Lenah Valley Track were also lost early in this period, but in this case due to the construction of the Pinnacle Road, completed at the end of 1936.

It seems from the post-1932 history of track development and use, that the network in place by late 1932 adequately (or perhaps, well) met the needs of local recreationalist and tourists, at least until the end of the 1900s. Another probable contributing factor is that with the opening of the Pinnacle Road to the summit in January 1937, the arduous on-foot ascent was no longer necessary and the recreational use of the Mountain permanently changed. Also probably related is the increased personal ownership of motor cars post-WWII, which meant that Hobart residents could travel further afield and no longer had to rely on local attractions such as Mount Wellington for their outdoor recreation and scenic enjoyment.

The 1967 bushfires also seem to have been responsible for a decline in walking on Mount Wellington, with the burnt bush not an enjoyable experience for some years afterwards. A significant amount of walking track was also destroyed in, or soon after, 1967 when it seems that fire trails and fire breaks were preferentially bulldozed along existing tracks, often the walking tracks. Eleven walking tracks out of approximately 21 extant walking tracks at the time were partially or fully destroyed by the bulldozing of fire trails at this period. In all some 12.0-12.5 km of walking track were destroyed by this bulldozing, at the time in the order of 15-20% of the walking track network.

In summary, from 1845 when the first walking track was cut on Mount Wellington, to the end of 1932, when the main period of track building (until recently) ended, ie, over a period of 88 years, 80 km (c.50 miles) of walking track was formed on the eastern (Hobart) face of Mount Wellington, comprising some 34 tracks.[6] The area encompassed by this track network is approximately 6.5 km long (N-S) by 5 km wide (E-W) and is mainly within Wellington Park. The historic track density on the eastern face of Mount Wellington is in the order of 2 km of track per square km of land.

The track network formed by these historic tracks which ran up the mountain slopes to the summit, up fern rich gullies and which cut across the boulder rich slopes of the eastern face of Mount Wellington, still largely exists. Only seven pre-1933 tracks have fallen completely out of use, and an additional track has fallen completely out of use as a result of the construction of the Pinnacle Road. Parts of another five tracks have fallen out of use, but the tracks are still used. Also, around 11 of the tracks have been destroyed or partially destroyed by bulldozing in 1967, but their routes are preserved and in all cases the bulldozed formations are still used as recreational tracks.

The Pattern of Evolution

Although the track network on the eastern face of Mount Wellington has evolved since early European settlement of the region, and the majority of the tracks have been in continuous use since their creation, the rate and nature of track building, or establishment, has fluctuated over time, in response to various stimuli or situations.

The main periods of track building and the stimulus for this is shown in summary in Table 1, and Table 2 provides a list of the tracks on the Hobart face of Mount Wellington in chronological order of development.

A series of maps showing the chronological and spatial evolution of the tracks is provided in Figure 1.

[6] *This figure includes the Wellington Falls Track and the Pipeline Track as both are integral parts of the walking track network on Mount Wellington and are mostly accessed from the Hobart face. It should be noted that these two tracks together make up c.27% of the historic track network.*

Table 1 Factors Influencing Recreational Track Building on Mount Wellington and the Key Periods of Track Building

1804-1850 – Early Interest & a Fascination with the Summit & Scenery

- Initial routes established to the summit (New Town Way and later a route up to South Wellington)
- Tracks established lower on the mountain to access resources (eg, water, timber, stone).
- Routes to the Springs, the Junction Cabin area and the summit are established using the resource utilisation tracks which form the initial access or starts to the recreational tracks/routes (eg, New Town Way, Sawmill Track, Hobart Rivulet Track, Fingerpost Track, Icehouse Track, New Town Track).
- Scenic interests (views and picturesque/sublime environments) take people to the Springs and the summit and to Wellington Falls. This results in the construction of the first purpose built recreational track on Mount Wellington – the Wellington Falls Track.
- Tracks in this period evolve through use and/or use industrial access tracks

1850-1890 – Development of Public Interest & Consolidation of Access

- Ongoing resource utilisation provides some new access to Mount Wellington (the Pipeline Track
- The new Huon Road through Fern Tree established Fern Tree as a major starting point with some new tracks developed (Bower Track)
- Development of key routes and links from Hobart to the Pinnacle, with the Springs as a key focus in response to developing public interest in ascending Mount Wellington and the scenic nature of the mountain (New Town Track to summit and the Ice House – South Wellington Tracks are the main two routes).
- Tracks in this period evolve through use and/or use industrial access tracks; the Wellington Falls Track however paid for by public subscription and built by an employed private gang.

1890-1906 – Burgeoning Weekend Local use, Tourism & Tourism Development Interests

- Further consolidation of tracks similar to the previous period with track development responding to public interest in 1. access to the Pinnacle; 2. mid-high level scenic outlooks; and 3. ferneries and other special natural vegetation (eg, Middle Island Tack and McRobies Gully Track).
- An interest in improving the access tracks – the Fingerpost Track is replaced by the better graded Radfords Track and the Fern Glade Track from Fern Tree up to meet it.
- The importance of the Springs as a focus continues and is consolidated with some easy short scenic tracks being established (eg, to Sphinx Rock). The importance of the Springs is increased with the completion of Pillinger Drive in 1899 and a better track to the summit is wanted resulting in the new Pinnacle – Zig Zag Track.

1906-1910 – Mountain Park is Created and HCC Management is Revitalised

- a period of track development, for the first time planned and undertaken by the HCC with an interest in providing access to beauty spots and better access from Hobart; this is combined with a continuing focus on Springs consolidated by the construction of the Springs Hotel in 1907 (new tracks are an extension of the track to Sphinx Rock from the Springs up to the base of the Organ Pipes, the Rivulet Track, Reids Track and the Boundary Track).
- Important to promote and provide alternatives to the Wellington Falls Track and Icehouse Tracks which are closed from c.1906 to c.1940-2 for water quality protection reasons (the south face of Mount Wellington becomes Water Reserve – presumably a trade off for lost water sources in the new Mountain Park).
- Ongoing very strong interest by Hobartians in local recreation (to access beauty spots) and resulting in minor track development, often to access huts.

1928 – 1932 – Depression Period Employment

- Over 20 miles (30 kms) of walking tracks were built, forming in total a major Depression period employment scheme for the Hobart, the largest population centre in Tasmania; the work was supervised by the HCC and used Federal, State and local government funding as well as a significant level of public donations mainly to the Hobart City Council.
- During this period existing tracks were upgraded and extended and new tracks, mostly linking tracks were built. The Lenah Valley Tack is the main example of this, with the Organ Pipes – Mt Arthur – Panorama Track also a linking route, but also designed to be a mid-high level scenic and a new more northern summit route. Other new tracks were Shoobridge Track, Featherstones Cascades Track, Betts Vale Track, Myrtle Gully Track, Hunters Track and the Old Hobartians Track)

Table 1 continued.

1933 – 1993 – Declining Use (a war and a bushfire)

- Essentially a period of decline, with no new tracks known to have been built.
- The completion of Pinnacle Road changes use and track links – as well as providing a new route to the summit it partially destroys some tracks (eg, the Mt Arthur Track) and a number of links.
- Interest in views can be met by driving to the summit
- The motor car becomes a family possession – resulting in Hobartians travelling to further afield places for recreation and scenic experiences, consequently local recreation on the Mountain drops off drastically
- The Springs, to some extent because of the Hotel, continues to be a focus of visitation for walkers, although many cars now drive through to the Pinnacle.
- The 1967 bushfires and related fire fighting and fire trail creation focuses on existing tracks with resultant loss of original construction of a number of tracks over significant lengths (recreational huts also destroyed in the bushfires)

1993 onwards – Creation of Wellington Park

- Management is formalised through the creation of Wellington Park and the resultant WPMT and management objectives for the Park
- A strategic approach to track management is developed with the land management agencies, primarily with the HCC, who continues to manage most tracks and most use.
- A renewed local interest in walking in Wellington Park results in increased use of tracks; and from the mid-2000s there is strong interest from cyclists, mainly mountain bikers, in using the Park tracks
- The above result in a major ongoing program of track upgrading & repair, and some new track building from c.1995.

Table 2 Chronological Listing of Historic Tracks on the Eastern Face of Mount Wellington (in order of date of construction)

Track *	Initial Use/ Construction	Style of Track	Use History
New Town Way	1798	route	Preferred route to the Pinnacle for the first half of the 19th C.
Sawmill Track	1820s?	track (logging)	1846 – already an 'old track'; 1850s-1910 – little used; 1931 – possibly extended up from Shoobridge Track to Lenah Valley Track (first named Sawmill Track); 1957 –falling into disuse; mid-1990s – reopened by members of the public and use restarted.
Hobart Rivulet Track	late 1820s	road (logging)	in use by 1827-31; c.1850 on main route up Mt Wellington; c.1909 - W section abandoned - replaced in the W part by the Rivulet Track
Fingerpost Track	late 1820s	bridle track	in use by 1827-31 (for water supply; upgraded c.1949 for ice transportation?; continued use to present.
Old Farm Track	late 1820s?	logging track?	late 1820s-30s? - possibly cut as the early access to Browns Flat; 1831 – cut (recut?) as the Sled Track'/'Sledge Track', but also named the 'Old Farm Track' at this time; continued use to present.
South Wellington Track	by 1833	route	1830s (& earlier) – part of informal route to summit; 1906-c.1940-2 - little use as Icehouse Track closed; continued use to present
Wellington Falls Track	1845	walking track	1845 – full length constructed as a public walking track (used 1831 Diversion for first c.4kms); 1906-c.1940-2 - little use as Icehouse Track closed; continued use to present
Icehouse Track	1849	bridle track	1849 -bridle track cut to the first ice house; 1850s – cut all the way to top icehouse; c.1906-1931+ – track closed (water quality); c.19402 – track reopened with some re-routing.
Pipeline Track	1866	water pipeline	1866 – constructed to Fork Creek, part of pipeline formation; 1880s – pipeline formation extended to St Crispins Well; c.1900 – extended to NW Bay River Weir (& Wellington Falls); continued use to present.
New Town (Red Paint) Track	pre-1869	walking track, route (upper)	by 1869 – in existence (to Browns Flat?); 1869 – Red Paint section to summit created as route; c. late 1940s/1950s – above Junction Cabin falls out of use, below has continued use to present.
Pottery Road Access Track	c. 1869	walking track	1869 – used but 'unusual'; 1881 – in use & splits off the New Town Track much higher up (to at least 1945?); 1967 – bulldozed and upper link falls out of use.
McRobies Gully Track	1880s?	walking track	1880s – appears to be in existence by this time to provide access to the weekend huts (c.1880s-1910s); 1931 – described as 'old track'; 1965 – still in use; by 1980s – disused.
Middle Island - Haywoods Track	1880s?	route	1880s – appears to be in existence by this time to provide access to weekend huts by 1890 (lower end is a c.1820s-30s' sawyers road'); 1913 –in use as a route to the Pinnacle; by 1950s falls out of use.
Bower Track	by 1890	pathway?	1890 – presumed to be in existence by this time (Springs to the Fern Tree Bower); early-mid 1900s – falls out of use.
Radfords Track	1890	walking track	1890 – track constructed, termed the 'New Fingerpost Track'; post-1903 – renamed Radfords Track; 1931 - possibly a new link constructed to the Rivulet Track at Strickland Ave; 1942-1965 – section below Bracken Lane FT is disused, 1967 –link to Rivulet Track lost; continued use to present.
Fern Glade Track	1890	walking track	1890 – track constructed to Radfords Track; c.1897-1927 – track apparently disused; 1928 – recutting of track and extended from Radfords Track Pillinger Drive, continued use since c.1928.
Organ Pipes Track (first)	by 1894?	walking track	1894 – a well graded track from the Springs to the 'start of the Organ Pipes' (presumed to be the basis for the current Pinnacle and S end of the Organ Pipes Track) is in existence.
Lenah Valley Track	by 1897	walking track	1897 – in existence as track to White Rock (Sphinx rock) from the Springs; 1909 – recut/repaired to Sphinx Rock and extended to up under the Organ Pipes (current upper Sawmill Track); 1925 – timber getting railway to c.Sphinx Rock laid and in use only 1-2 years; 1930 – track extended from Sphinx Rock to Lenah Valley (end runs down N side of New Town Rivulet); continued use to present.

Table 2 – continued:

Track *	Initial Use/ Construction	Style of Track	Upgrading/Extensions/Closures
Middle Track	by 1897	walking track	1897 – in existence (presumed not built by 1890); 1909 – repaired and regraded, and cutting of a link to Silver Falls; continued use to present
Pinnacle Track & Zig Zag Track	1902-3	walking track (broad)	1902-3 – track fully constructed (broad track, zig-zags include a 'rough hewn stairway') (the Pinnacle Track section may have been in existence from before 1897 – see Organ Pipes Track (first)); 1927-8 – upgraded and new length of track constructed at the zig-zags to reduce grade; continued use to present.
Boundary Track	c.1906-7?	walking track	?1906-1910 – presumed to be built soon after Mountain Park is created as an access to O'Gradys Falls (as it runs along the Mountain Park boundary; by 1965 – disused (partly destroyed by creation of track (later Bracken Land Fire Trail))
Reids Track	1907?	walking track	1907? - construction of Reids Track (named Reids Track by 1931); continued use to present (although the HCC tried to close it in the late 1990s).
Rivulet Track (& Woods Track)	1908-9	walking track	1908-9 – walking track cut (from Strickland Ave to join the Fingerpost Track just below the Springs) (presumed to link to the earlier Hobart Rivulet Track); 1930 – track re-cut between Strickland Ave and Pillinger Drive; c.1967 track bulldozed between Strickland Ave & Woods Track: continued use to present.
Upper Sawmill Track	1909	walking track	1909 – Springs to Sphinx Rock Track (by 1897) extended to up under the Organ Pipes; continued use to present.
Silver Falls -Pillinger Drive Track	1909?	walking track	1909 – at least in part cut as a link track from silver Falls to Middle Track (presumed to have been cut through to Pillinger Drive); continued use to present..
Firebreak Track	by 1928	route	by 1928 – existed by time new land purchased from Cascade brewery as along old boundary; by 1942 – disused.
Betts Vale Track	1930	walking track	1930 – track constructed (probably from the Rivulet Track to Pillinger Drive (on current Circle Track); continued use to present.
Circle Track	c.1930	walking track	1930 – assumed to be at least partly built in late 1930 as part of the Betts Vale Track (probably the S half to Pillinger Drive) ; continued use to present.
Featherstone Cascades Track	1931	walking track	1930-31 track constructed; 1965 – still in use; by 1988 – fallen into disuse.
Organ Pipes - Mt Arthur - Panorama Track	1931	walking track	1930–31 – construction of a 'high level track' from under the Organ Pipes towards Mt Arthur, then SW to the Pinnacle (&NW to join the Collins Bonnet Track); 1934-6 – sections of the Mt Arthur & Panorama Tracks destroyed by construction of Pinnacle Road and fall into disuse; 1985-8 – lower part of the Panorama Track re-located and put back into use; Organ Pipes and Lower Panorama Tracks have continued use to present.
Shoobridge Track	1931	walking track	1931 – full track constructed; continued use to present.
Myrtle Gully Track	1931	walking track	1931 – track constructed from Old Farm Road to the Lenah Valley Track; 1960s-1980s – track has little use as in poor repair (possibly closed by the HCC); 1997-99 – major reconstruction and some re-routing; continued use to present.
Hunters Track	1931-2	walking track	1931-32 – track constructed (from Browns Flat to the Mt Arthur Track); continued use to present.
Old Hobartians Track	1932	walking track	1932 –track constructed (from Lenah Valley entrance); 1960s - closed (lower end destroyed in 1960 flood); 1986 – reopened; continued use to present.
Jacksons Bend Track	1970s	walking track	1970s – constructed (by HCC under RED scheme); continued use to present.

Note: There is insufficient information for the following tracks to date them – Lower Fern Glade Track-Pillinger Drive Track, Secret Track, and the Chalet - Pinnacle Transmission Line Track. The Lower Fern Glade (Bower Park) – Pillinger Drive Track is thought likely to date from between c.1890 and 1910; the Secret Track to the early-mid 1900s, and Chalet - Pinnacle Transmission Line Track to the mid-late 1900s. Most of these tracks however are secondary tracks rather than major tracks, and other than the Lower Fern Glade Track - Pillinger Drive Track are not seen as parts of the historic track network.

Figure 2 **Time Series Maps showing the Evolution of the Historic Walking Track Network on the Eastern Face of Mount Wellington**

(Base map – *Wellington Park Recreation Map and Notes,* 2005, Tasmap).

MAPS –

Map 1	**1804 - 1825**
Map 2	**1825 - 1850**
Map 3	**1850 - 1875**
Map 4	**1875 - 1906**
Map 5	**1906 - 1927**
Map 6	**1927 - 1933**
Map 7	**1933 - 1967**
Map 8	**1967 - present**

LEGEND –

═══════	**built road / resource exploitation road**
▪ ▪ ▪ ▪ ▪ ▪ ▪ ▪ ▪	**walking route (not made) – in use**
▬▬▬▬▬	**walking track – in use**
▬ ▬ ▬	**walking track – disused**
x x x x x x x	**walking track – closed**
/ / / / / / / / / / /	**walking track – formation destroyed**

Figure 2 MAP 1 – 1804 (1798) – 1825

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.

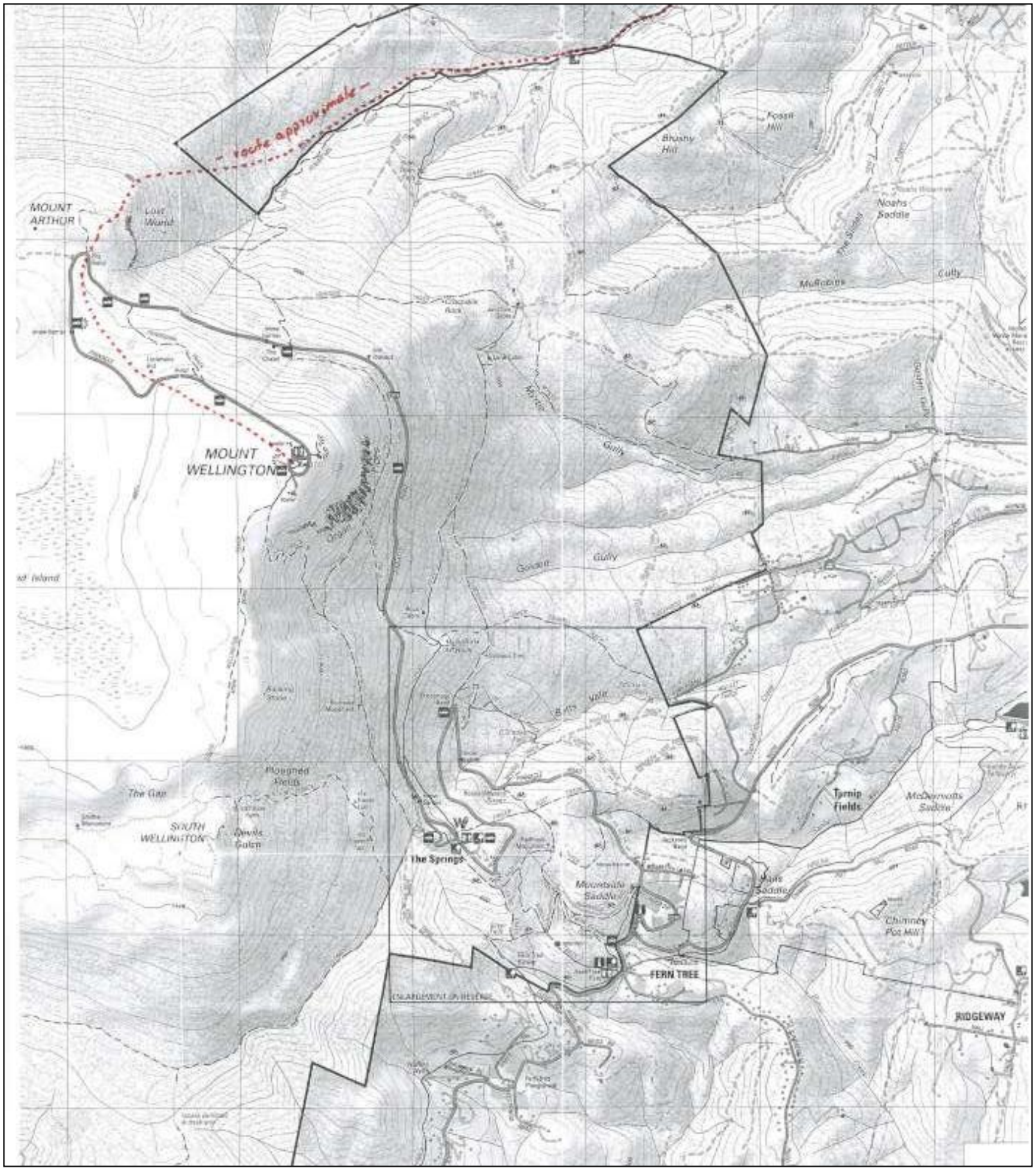


Figure 2 MAP 2 –1825 – 1850

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.

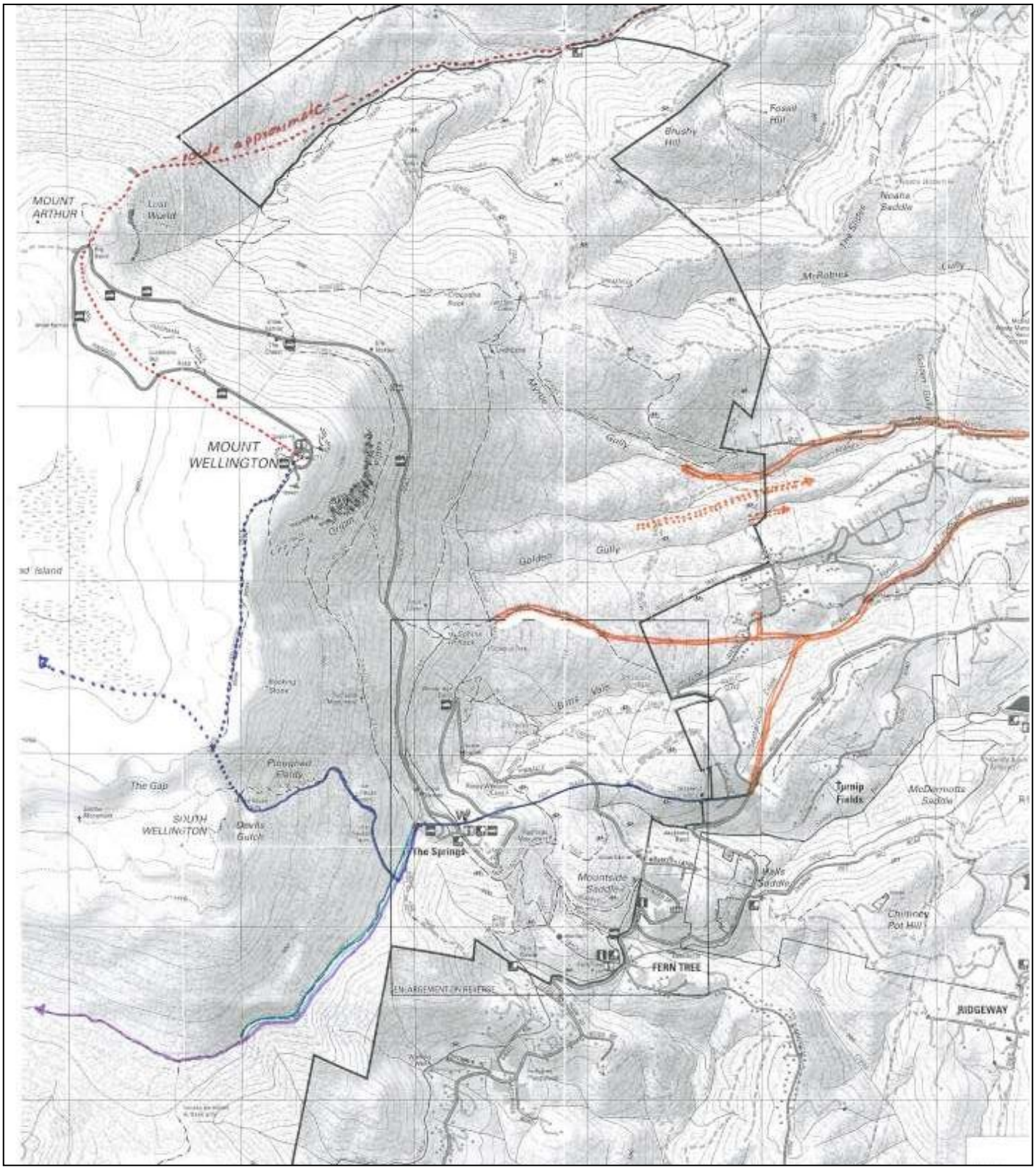


Figure 2 MAP 3 – 1850 – 1875

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.

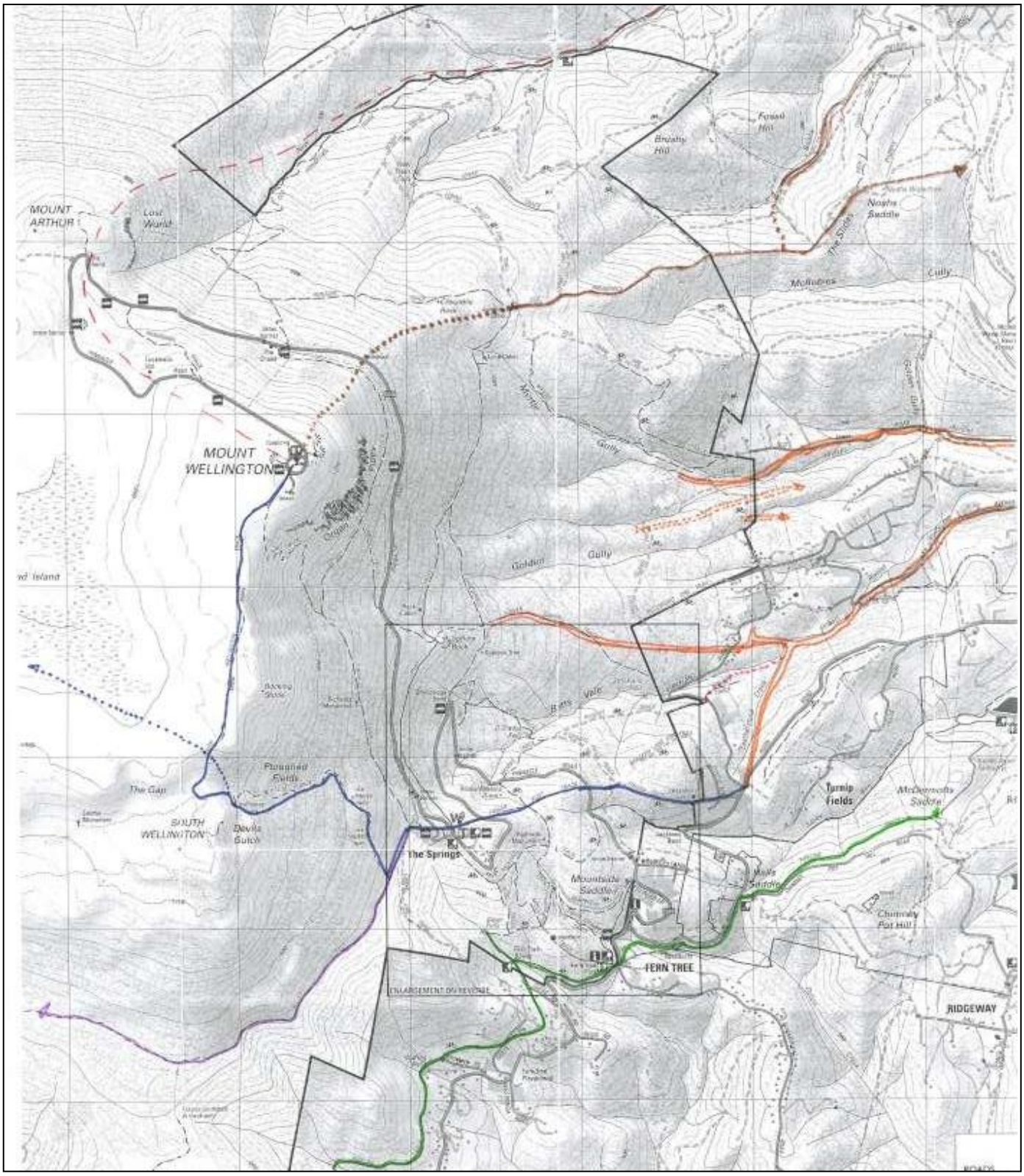


Figure 2 MAP 4– 1875 – 1906

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.

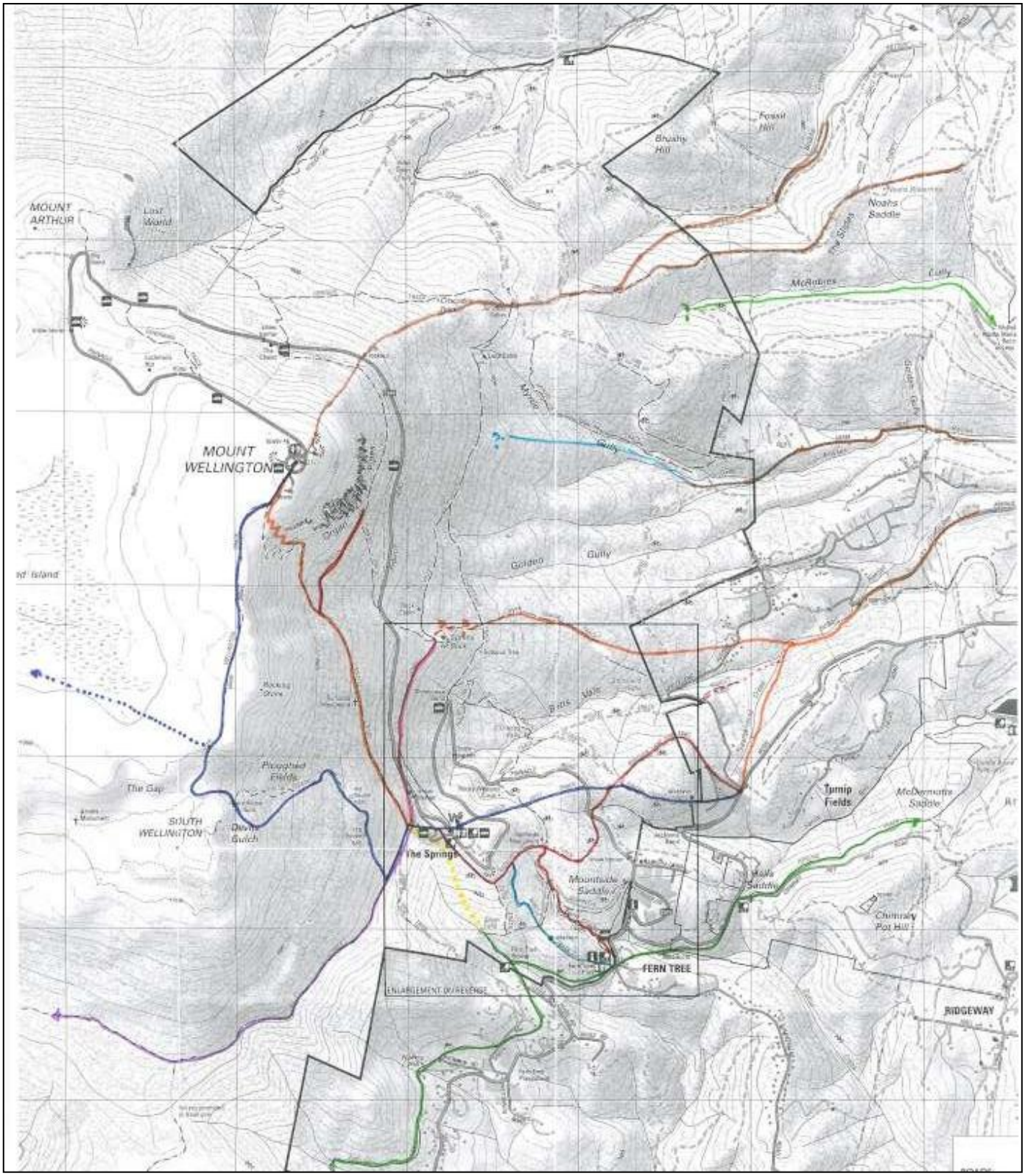


Figure 2 MAP 5 – 1906 – 1927

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.

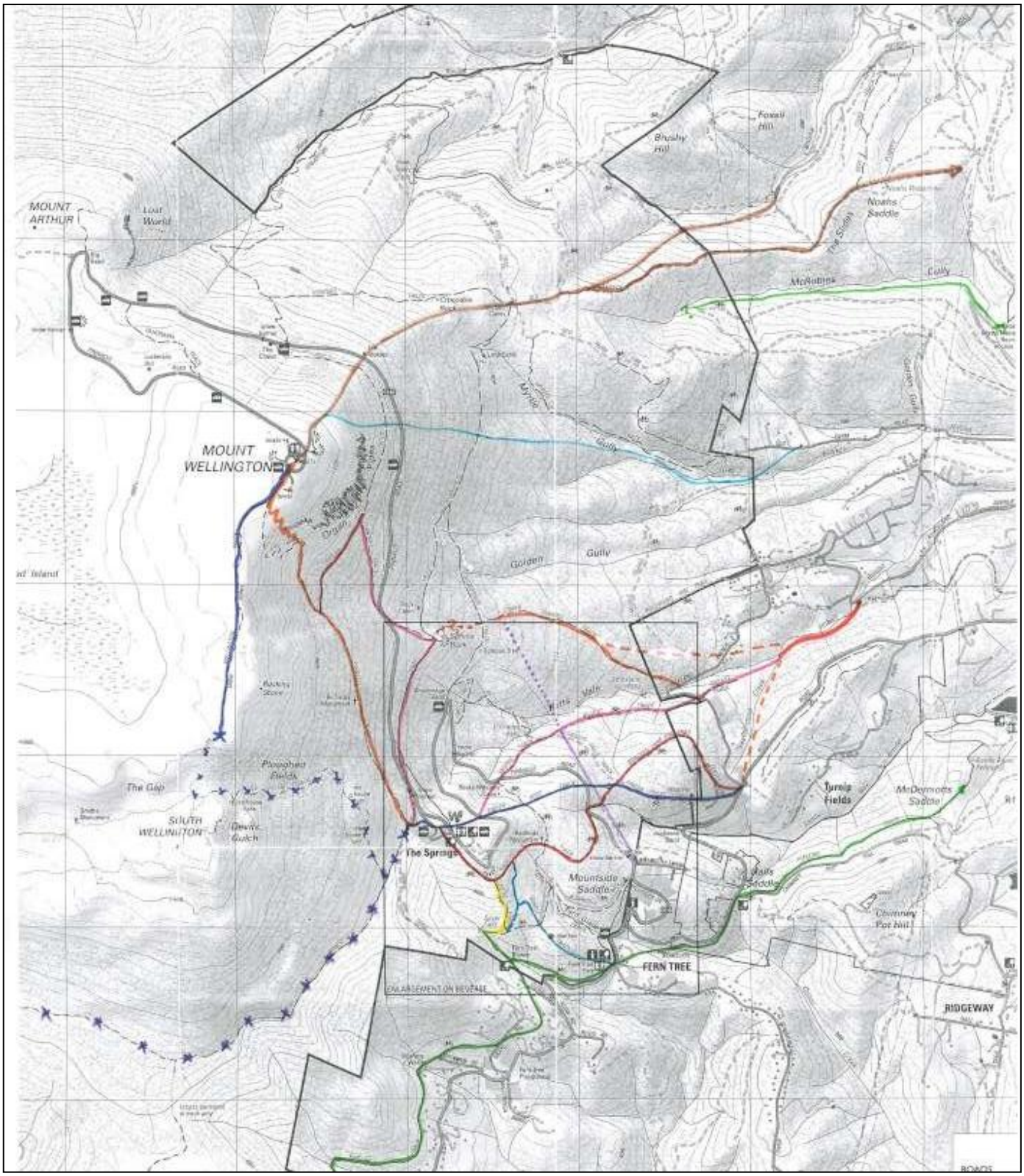


Figure 2 MAP 6 – 1927 – 1933

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.

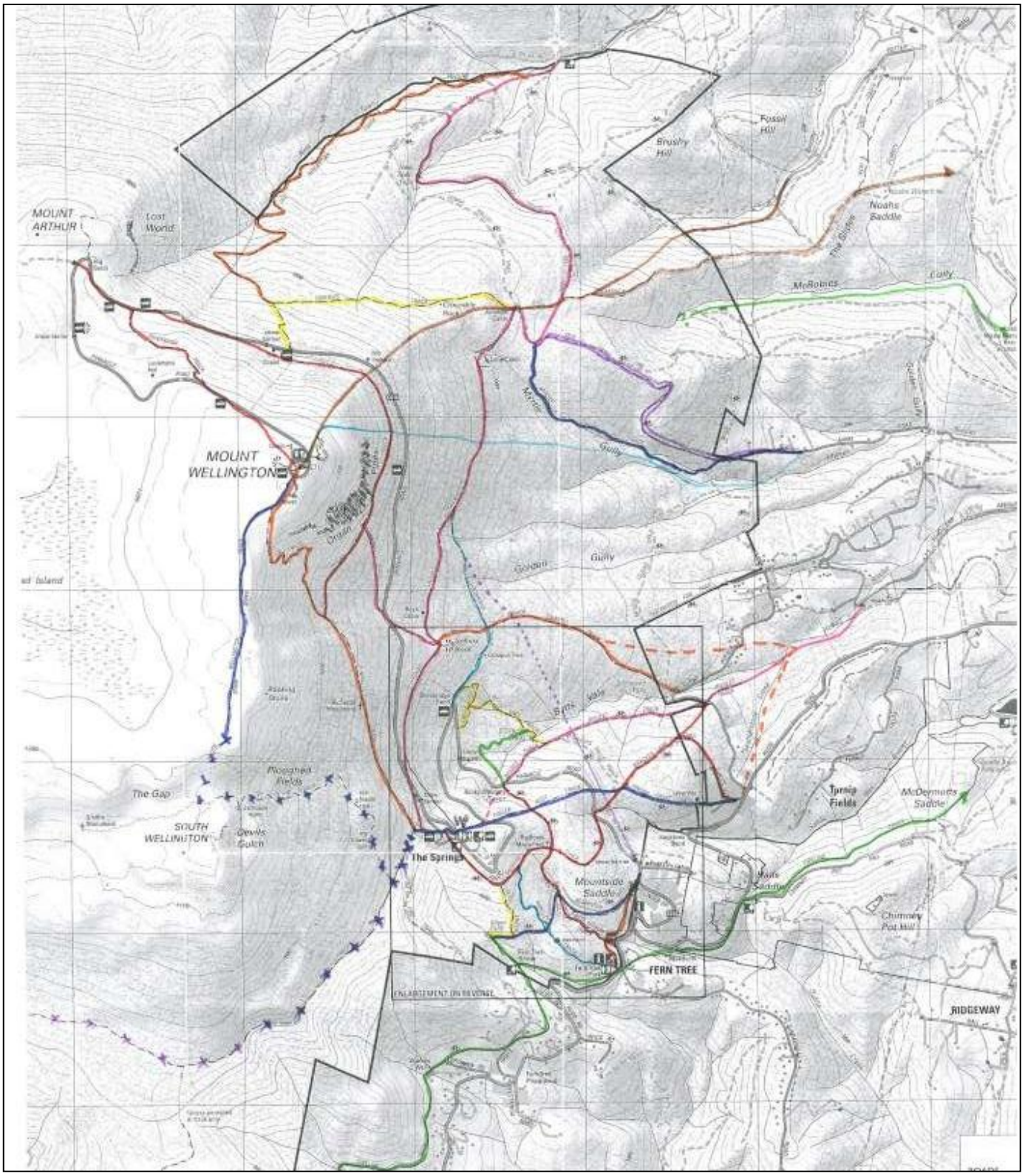


Figure 2 MAP 7 – 1933 – 1967

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.

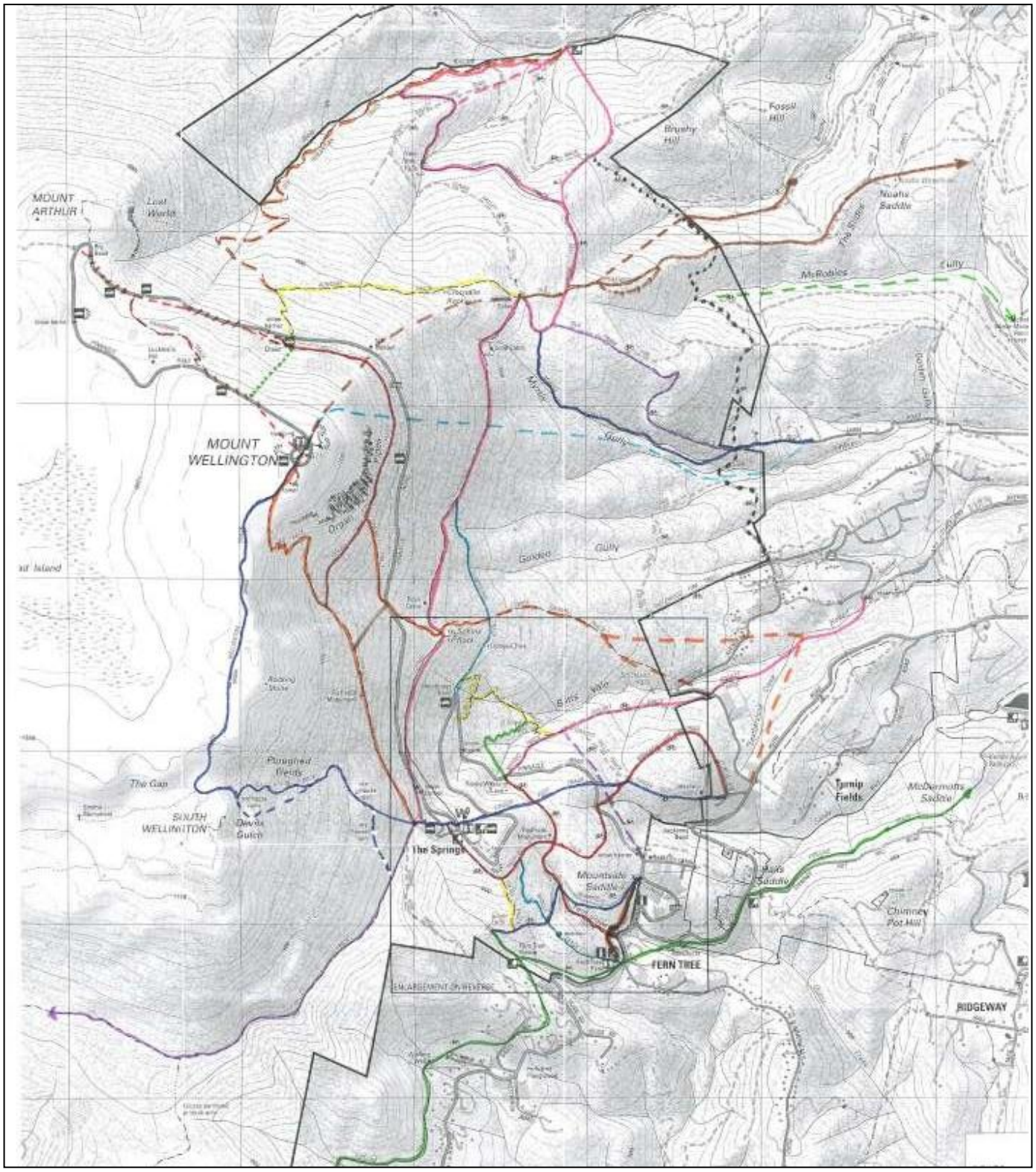
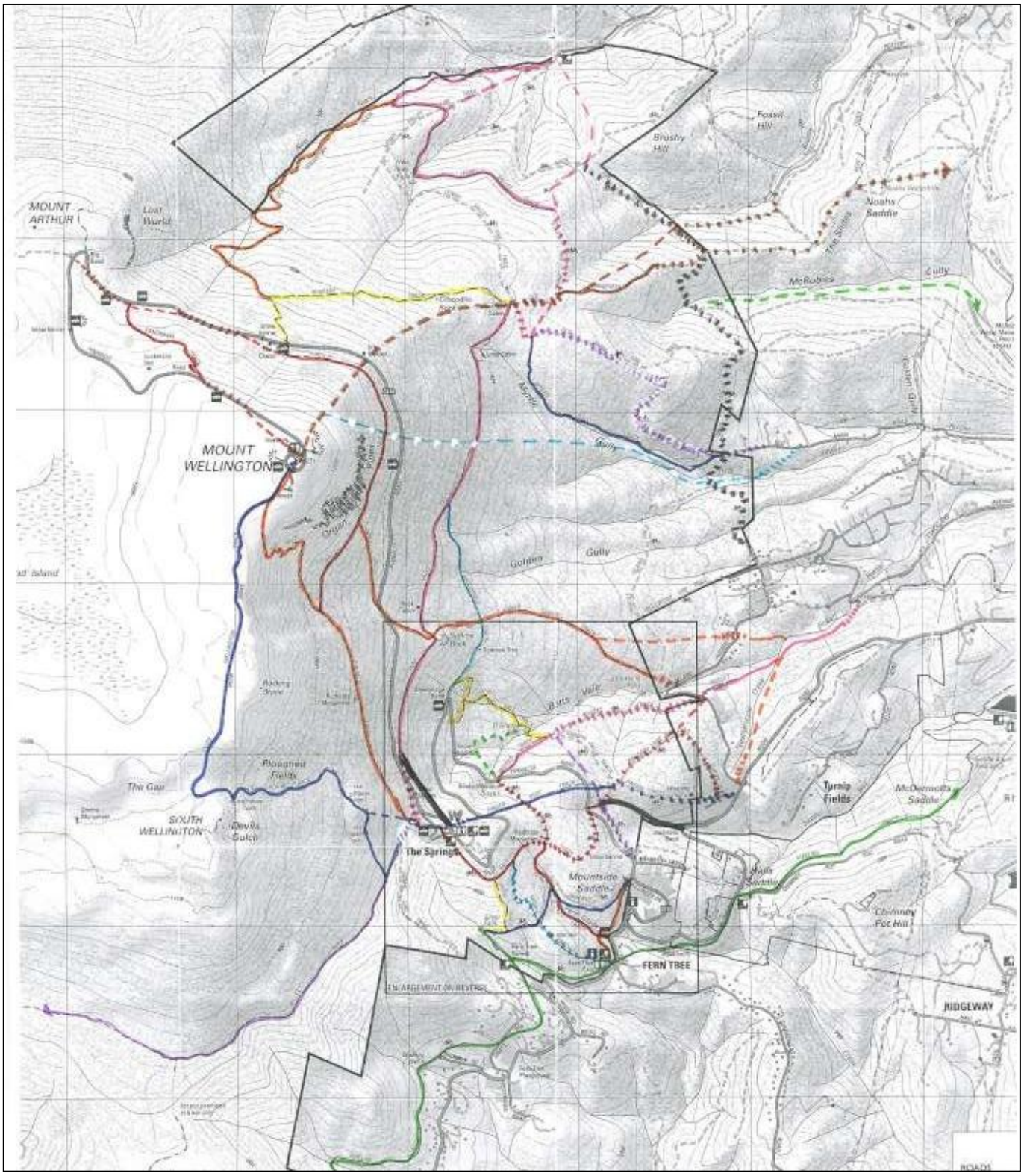


Figure 2 MAP 8 – 1967 – present:

Time Series Maps Showing the Evolution of Historic Tracks on the Eastern Face of Mount Wellington.



1.2 The Evolution of the Hut Network

Overview

Prior to c.1880 there were only a small number of shelters and dwellings built on Mount Wellington, primarily on its eastern slopes. Dwellings known to have existed on the Mountain before c.1880 consist of the 1827-31 overseeing constable and workers huts along the 1831 Diversion (Milles Track); an 1830s hut at Wiggins Slate quarry (near Browns Flats, later the site of Junction Cabin); a number of 1830s sawyers huts at one of the Kings Pits (probably at Browns Flats); and a probable sawyer's or logging related hut at the top end of Sandy Bay Rivulet (above Jacksons Bend) which was in existence by 1846. There is an 1847 painting depicting a sod hut with bee hives under a towering Organ Pipes suggesting that there was a dwelling somewhere under the Organ Pipes by at least 1847, possibly for honey production (although the picture of the sod hut may have been introduced to the scene to create a more Picturesque image).

Also in the 1840s (1843) two shelter huts were built at Lady Jane Franklin's request to provide emergency accommodation to those who were walking on the higher parts of the Mountain. One of these huts was built at the summit, apparently right up against, and in the lea of, the Pinnacle outcrop. This hut is understood to have survived 'for many years until it was destroyed by fire'. The location of the second hut is not clear. It has been generally assumed that it was located at the Springs, but the description of its location suggests it may also have been built at the south end of the Mount Wellington summit ridge on South Wellington (in the area of 'the Gap'). There is no good evidence to support either, and no foundations of such a hut have been located at either location. It is also problematic that there is no description of a hut of this period at the Springs, which was from the early 1830s a well visited location.

In c.1859 Henry Woods built a dwelling at the Springs for himself and his family. Some time after, Woods built a second hut to accommodate sightseers and people walking up Mount Wellington and wishing to stay overnight. This is understood to be the first public accommodation on Mount Wellington, and appears from various historical accounts to have provided accommodation until at least the late 1890s.

No other dwellings or shelter sheds are known to have been constructed on Mount Wellington until c.1880 when the first of the privately built recreational huts is understood to have been built at Waratah Flat (a part of, or just below, Browns Flat). From this date until the 1920s, a number of these private recreational huts were built on the eastern face of Mount Wellington, which at the time was mainly on Cascades Brewery Company land.

These rustic huts built out of local timber and bark were generally situated in fern groves beside creeks in the gullies of Mount Wellington. The huts were generally built by a handful of men, friends who formed small 'clubs' for the purpose. They were built in their leisure time and then used on weekends by them, and their families and friends, mostly for day use. They are also understood to have been generally kept secret. These huts had however become well known and were visited by many tourist by the early 1900s (c.1900 to mid-1910s), and a number of the huts were featured on local postcards which were sent to local friends or as far away as Europe, Britain and North America.

These private huts appear to have been mostly destroyed by fire by c.1920, and only a small handful of huts are known to have survived beyond c.1920. A small number of private huts were also built after 1920 (with one of these not being completed), with only two of these being known to have been built after 1944. The 1930s to c.1944 saw relatively simple huts being built, and a transition from timber huts to stone huts, although one hut of the period, Madison Square Hut (and the adjacent Cave Hut), was timber framed but clad with metal sheet. The new stone huts were Kara (c.1923-4), possibly Retreat Hut (1920s), Luckmans Hut (1938), one of two ski huts near the summit, and the never completed Nicholsons Hut, started in 1944.[7]

[7] *Luckmans Hut and the Wellington Ski Club Hut were the only two ski huts on the eastern face of Mount Wellington but there were a small number of other huts used, or built, for skiing on the plateau from the 1920s to c.1940s. These are known to have included Thark Hut and Collins Bonnet Hut.*

The 1967 bushfires destroyed the last remaining private huts, but a small number, including Lone Cabin, were reconstructed after the 1967 bushfires. Two new private huts, the only private huts known to have been built on the eastern face of Mount Wellington after 1944, were also built (in the Mt Arthur area). It is understood that these two new huts were a response to having lost almost all the earlier huts.

From 1891, when the HCC employed a caretaker at the Springs, the HCC appears to have taken a greater role in managing the Mountain and providing for visitors. Not only were new tracks cut, but new shelter sheds and picnic shelters were provided for the use of visitors. The first to be provided in this period was at the upper Springs, and this was built sometime between 1891 and 1898. A new dwelling for the Ranger was also erected by 1891 at the upper Springs.

The HCC did not construct any new shelter sheds until 1928. Between 1928 and 1933 however, the HCC constructed six shelter sheds for public use. These were built as part of the HCC Mountain Park Depression employment development program, and comprised Rock Cabin at the summit (1928)[8], Log Cabin north of Sphinx Rock on the Lenah Valley Track (1928), the second upper Springs shelter shed (1932, and above the first one), the Alan Cameron Walker Memorial Shelter at the lower Springs (1932), Junction Cabin at the intersection of the Lenah Valley and New Town Tracks (1932), and the Old Hobartians Hut at the junction of the Old Hobartians and Lenah Valley Tracks (1932-3).

In c.1936, the HCC constructed two additional shelters, the lower and upper chalets. Only the lower chalet survives, and is known as 'The Chalet'. These shelters, built adjacent to the Pinnacle Road, are understood to have been built for visitors using the Pinnacle Road, and appear to have been sited to get good views over Hobart while being below, hence sheltered, rom the strong summit and plateau winds. It is assumed that the two Chalets were also built using Depression employment labour.

A small number of other, non-recreational dwellings were built from the 1890s. These included the 1895 Stockade part way down the Fingerpost Track which was established as accommodation for the prisoners and their supervisors who were building Pillingers Drive from Fern Tree to the Springs; and the 1895 hut come weather station at the summit of Mount Wellington (Wragges Summit Observatory), established as a new, experimental bi-level weather observatory by British meteorologist Clement Wragge. In 1907, the first visitor accommodation since Woods' very simple hut was built on Mount Wellington, again at the Springs. This was no small hut, but a large weatherboard hotel with all conveniences, made possible by the completion of Pillingers Drive to the Springs by 1899. The Springs Hotel survived until 1967 when it was burnt in the 1967 bushfires.

Also part of the history of people on the eastern face of Mount Wellington is the small number of 'hermits' who lived in crude shelters on the Mountain. There were probably a significant number of people who lived undocumented on the slopes of the Mountain, but only two are currently known, both being older men who lived in trees in the Junction Cabin (Browns Flat) area. The first known is Edward Lee who was living in a tree in the area in 1881, and appears to have been living in the tree for 'months at a time' for a number of years. In October 1881, at the age of about 70, he was too ill to continue to live on the Mountain and was persuaded by the police to go to the 'New Town Invalid Depot' at St Johns Park. The second person was Tom Paul who had a similar story, but some 60 years later (in the 1940s). In this case Tom Paul was eventually caught by the Cascades Brewery Company ranger who had him removed to St Johns Park. Tom Paul is understood to have been 80 when he left the Mountain.

Also part of the undocumented history are those who hunted and snared on Mount Wellington. Hunting and snaring was probably a low level, routine activity, but depression periods tended to result in a significant increase in hunting and snaring as a way of earning some income and supplementing food supplies. There is limited knowledge of hunting and snaring on Mount Wellington and only a few sites related to the activity are known. On the eastern face of Mount Wellington there are some camp sites above New Town Falls that are thought to have been hunters/snarers campsites, and the only other site is the ruins of the 'oppossum hunter's' hut at the junction of Hunters Track and the Old Hobartians Track. The date these camps were used is

[8] *This shelter is understood to have been built on the site of the 1847 Lady Franklin shelter*.

unknown but are likely to be the 1890s or 1920s. The possum hunter's camp dates to prior to 1931 when Hunters Track was built (which is named after the camp which it passes).

The Hut Network & Pattern of Evolution

The present project is mainly concerned with the huts that were established as recreational huts or which were closely related to the track network. These comprise the rustic weekender huts built between c.1880 and c.1920, the handful of slightly later, less decorative huts built in the 1920s, and the suite of day use huts built along the tracks during the Depression.

Evolution of the Hut Network

Some 18 to 23[9] of the rustic 1880-1920 huts, and 7 of the less decorative 1920s huts were built on the eastern face of Mount Wellington, accessed from the main walking tracks, but situated some distance from these tracks and secluded or hidden in various gullies. The core area of hut building was on Cascades Brewery Company Land, and was in an area of c.2.5 km by 3.5 km which extended from the present Wellington Park boundary west to about the level of the Lenah Valley Track (built later), and from Brushy Creek in the north south to the Hobart Rivulet.

Current information suggests the evolution of these huts is as follows –

- 1880s – the first huts known to have been constructed (Recreational Hut No.1 and Waratah Hut) were built in the Browns Flat – Waratah Flat (Junction Cabin) area and are thought to have been accessed from the Old Farm Track and/or New Town Track.
- 1890 – the next huts (Fern Retreat Hut & Wellington Hut) were built in Myrtle Gully; presumed to have been accessed by the Middle Island Track.
- 1891 – 1890s – several huts (Forest Hut, Falls Hut, Clematis Hut) built in the Guy Fawkes Rivulet area; presumed to have been accessed by the Middle Island Track (and Old Farm Track?)
- Mid-late 1890s – a small number of huts built on Brushy Creek (Wattle Grove 1 Hut, Brushy Creek Hut 1, Weber & Teagues Hut); presumably accessed from the New Town Track.
- Late 1890s – a small number of huts built on the Hobart Rivulet (Cascade Hut, Myrtle Hut, and probably Betts Vale Hut); presumably accessed from an informal Rivulet Track route.
- c.1900-1910 – small number of huts are built in the headwaters of McRobies Gully (Musk Hut, Cluster Grove Hut, Wattle Grove 2 Hut, and probably Fern Tree Hut); understood to have been accessed from the McRobies Gully Track.
- There are a small number of huts (Fern Lea Hut, Fern Rest Hut and Fern Tree Hut) believed to date to the c.1900-1910 period for which the locations are not known, but which are thought to have been located on the mid-lower slopes of Mount Wellington in the Guy Fawkes Rivulet area (Golden Gully to Myrtle Gully); presumably accessed from the Middle Island Track or from Strickland Avenue.
- c.1910s-20s – a small number of later huts were built on various creeks, but, like Lone Cabin, relatively high and mostly the highest recreational huts known. These included Lone Cabin, Scarrs Hut, Johnstons Hut, Stone Hut and Retreat in the Guy Fawkes Rivulet – Myrtle Gully zone, accessed mainly from the Middle Island Track and New Town Track; and Cave Hut and Madison Square Hut located lower down on Brushy Creek and also accessed from the New Town Track and possibly the Pottery Road Access Track.
- 1928-33 – the HCC build several huts and shelter sheds as part of the Depression employment program. These appear to have been built for day use rather than overnight, use. These include two shelter sheds at the Springs, one at the upper Springs and one on the lower springs, and the building of a new stone hut (Rock Cabin) at the summit – all accessed by a variety of tracks. As well, three huts were built on the new Lenah Valley Track. These were an American log cabin style hut (Log Cabin) near Sphinx Rock, Junction

[9] *It is difficult to establish an exact number of huts as some of the huts are not well dated, and some huts with different names may in fact be the same hut (particularly in the Hobart Rivulet).*

Cabin (of stone?) in the Browns Flat area[10], and a stone cabin (Old Hobartians Hut) at the junction with the also new Old Hobartians Track.

There are two hut sites for which locations are known, but for which there is no other evidence, hence it is not possible to date them. These huts have been named Old Farm Road Hut and Mt Arthur Track Hut 1. Old Farm Road Hut was probably accessed by the Old Farm Track. The Mt Arthur Track Hut 1 is thought to predate the Mt Arthur Track and its location is therefore anomalous as there were no known tracks in this area until the Mt Arthur Track was built in 1930-31, and no other huts at this height (except at the summit) until the two ski huts were built slight above in the late 1930s. It is possible that Mt Arthur Track Hut 1 was accessed from the summit ridge.

Other similar huts to the rustic bush huts of the c.1880-1920 period are known to have been established elsewhere on Mount Wellington, mainly south of those on the east face, presumably in the same era. Known locations for these other huts are two hut sites in McRobies Gully east of the Wellington Park boundary, the Fern Grove Hut site on the north side of upper Sandy Bay Rivulet, at least three other huts sites to the south in the Sandy Bay Rivulet, a second Myrtle Hut site in the headwaters of Proctors Creek, and at least two hut sites in the headwaters of Browns River below the Huon Road.

Stylistic Evolution of the Huts

The rustic huts also appear to demonstrate a stylistic evolution. Woods Hut built in the late 1850s was a small hipped roof split timber clad hut with a stone chimney. The early private huts initial huts (c.1880 – early 1890s) appear to have been small gable roofed huts with bark or split timber cladding. They had no verandahs and no chimney or a stone chimney butt with bark flue. Most of these huts had later verandahs added, and often a dormer window, presumably for light, as these huts are understood not to have had an attic. The verandahs tended to have bush pole posts and balustrading that was a little decorative.

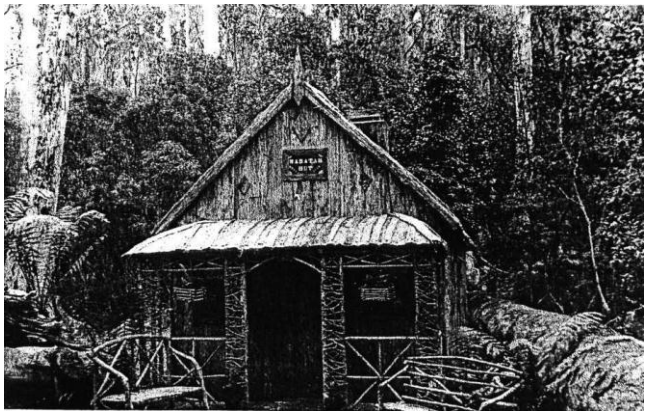
From the mid-1890s to c.1910, these plain huts were either replaced by new huts or new huts were built in what could be termed a 'high Arts & Crafts Tradition' style. These huts were still made from local timber, but some sported shingle roofs rather than bark roofs, the huts were larger, often with several rooms, and roofs were of a variety of styles from gable to hipped and pyramidal. Verandahs were a feature and generally enclosed the huts on at least three sides, and these were highly decorated with often double posts with bush pole latticework between them (creating a column), balustrading that had bush pole latticework panels, and frequently a bush pole latticework valance. In some cases the huts were not so highly decorated, but highly decorative bush pole features were built in the areas around the huts, most notably entrance arches and pergolas, but also balustrading around the edges of benched flats or made paths. In small number of cases highly decorated huts also had highly decorated associated features. Falls Hut is perhaps the best exemplar of this with a highly decorated hut, with decorative entrance path balustrading, decorative elements (possibly a pergola) uphill to the southeast and a cleared area by the creek with stone ringed tree ferns and a two storey, 3 roof sections, highly decorative open bush pole latticework bridge across the creek. By the end of this period, the bark flues were replaced in many cases with circular flues made of metal drums placed one on another. The only other evident introduced materials were the small number of windows and window frames, although it is likely most of these huts had sawn timber floors, and may have had sawn timber framing.

It appears that from about 1910 the huts reverted to much plainer, simple, small, gable roofed huts made of bush poles, bark strips and split timber. Lone Cabin, built in 1911 is a good example of this. In the 1920s, it appears that huts continued to be plain, but included more introduced materials. This was mainly sawn structural timber and metal, including iron sheet, mainly in the form of flattened kerosene tins. One hut is known to have had a chimney flue of square kerosene tins stacked one on another.

By the late 1920s – early 1930s there seems to have been a move to build stone huts. These include the bulk of the new HCC shelter sheds of the period, new high altitude huts, and Nicholsons Hut which was commenced in c.1944. This new extensive use of stone in the construction of these later huts may have been a reaction to

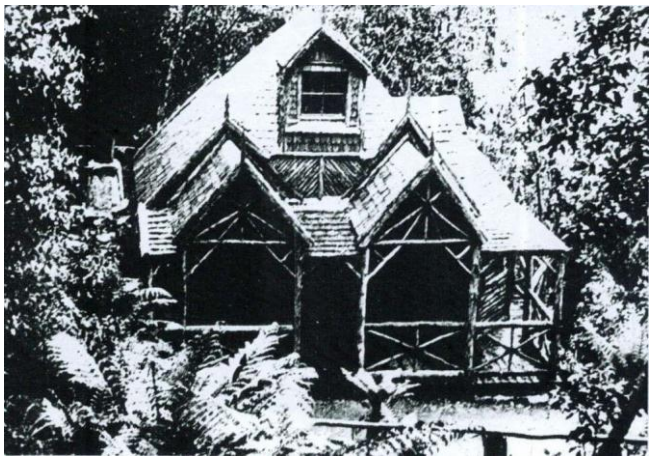
[10] Although this hut was built on the Lenah Valley it was also on the earlier New Town Track and possibly Old Farm Track, and from the time of its construction was at a track nexus that also included Hunters Track and Myrtle Gully Track.

Figure 3 Some Examples of the Historical Huts on Mount Wellington



Waratah Hut, the earliest known private recreational hut on Mount Wellington
[Source – Roy Davies Collection]

Fern Retreat Hut
c.1908, postcard [Source – M&J Grist Postcard Collection]



Musk Hut
[Source – Davies/Cornish Collections]

Clematis Hut
c.1911, postcard [Source – M&J Grist Postcard Collection]

Falls Hut – associated ornate bush pole decorative infrastructure
c.1909, postcard [Source – M&J Grist Postcard Collection]

Former 'Log Cabin' (now Rock Cabin) - Sunday Walking Club'
1931, RC Harvey [Source – SLT]

all of the old huts having been burnt down by fire, and an attempt to build more durable huts. This certainly happened later with the rebuilding in stone of at least two of the Depression period day use shelters after they were burnt down in the 1967 bushfires.

The main periods of hut building and the stimulus for this is shown in summary in Table 3, and Table 4 provides a list of the huts on the Hobart face of Mount Wellington in chronological order of development, which indicates how this network of huts developed.[11]

[11] *No location map for these huts is provided in order to protect these sensitive hut sites from unmanaged visitation.*

Table 3 Key Periods of Hut Building and the Influencing for Hut Building.

1804-1850 – Workers Huts and the First Refuges

Huts mostly built for utilitarian purposes – to accommodate quarry workers, sawyers, water scheme builders – and a small number of emergency refuges for those climbing Mount Wellington.

- huts for workers undertaking resource exploitation (along Milles Track, Wiggins Quarry, near sawpits (including the Kings Pits – thought to be in the Browns Flat (Junction Cabin) area and Jacksons Bend Hut))
- possible recluse use (Organ Pipes sod hut?)
- Lady Jane Franklin visitor shelter huts (summit, Springs/Gap)

c.1880-1910 –A Passion for Recreational Mountain Huts

More leisure time for Hobart residents, but limited ability to travel away from Hobart sees the closest forests being used for weekend recreational pursuits, mainly by those not wealthy enough to afford holiday homes. From c.1891 the HCC takes more responsibility for managing the eastern face of the Mountain, probably stimulated by the construction of Pillingers Drive to the Springs and an increase in local use of the Mountain, and in 1906 by the creation of Mountain Park. In this period they provide facilities at the Springs.

- weekender huts built to indulge in scenic values (localised views and picturesque/sublime environments) and for private recreation; initial huts are simple cabins with a gable roof, door, chimney and few windows, no verandahs; verandahs and, dormer windows (faux) are a later early feature; from the c.mid-1890s existing huts are rebuilt and new huts are built in 'high' Arts & Crafts Tradition with extensive use of rustic bush pole detailing for verandahs, fences, balustrading and summerhouses.
- New shelter sheds at Springs in c.1890s as part of new Ranger infrastructure – plainer structures but in summer house style and in timber; possibly new huts in c.1906-1910 as part of new works following the creation of Mountain Park?

c.1910-1920s – A Decline of the Old Huts and Some New Huts

During the 1910s the existing huts are mostly maintained, occasionally burnt down but rebuilt, but by c.1920, most huts have burnt down and visitation has dropped off – possibly a reflection of less interest and ability to look after the huts during WWI, and then less leisure and interest with the economic downturn leading to the Great Depression.

- continuation of the rustic weekender huts; these are well known and visited by locals and visitors
- some newly built huts which are plainer; appear to be focused in the Guy Fawkes Rivulet – Brushy Creek area and generally higher altitude (more remote?).

1928-1933 – Depression Period Employment – Huts a Track Facility

The HCC see Depression period employment as an opportunity to improve visitor facilities on Mount Wellington as well as to provide employment for Hobart married men resulting in 20 miles of new walking track being built, with day use shelters being built in key locations along, or at the end of new or rebuilt major tracks.

- Day use huts built as part of formalised recreation in Mountain Park (being actively managed by the HCC) – mainly as Depression employment (rebuild Pinnacle Shelter, Rock Cabin/Log Cabin, Old Hobartians Hut, shelters at Springs, Junction Cabin,)
- Possible limited use by unemployed seeking alternative income (eg, by possum hunting) (Possum Hunters Hut)

1934-c.1940 – The Pinnacle Road – A New Access

Constructed between 1934 and 1936 and opened in January 1937, the Pinnacle Road significantly changed the way in which people accessed the Mountain and also appears to have significantly altered how the mountain was used, with more people driving to the summit and less walking to the summit. The road provides a new focus of recreation on the summit plateau and an opportunity for skiing.

- mainly new shelters by the road for those driving to the summit – the Upper and Lower Chalets
- a small number of high level huts stimulated by the new road access to the Pinnacle (and Panorama Track) (Luckmans Hut – which used material from the Big Bend Camp; Wellington Ski Club Hut).

1940-1967 – Huts as a Mountain Tradition

From the 1940s private motor car use significantly increases, allowing Hobart residents to travel to other scenic locations around the state for the day, a weekend or longer holidays, with walking on of Mount Wellington slowly dropping off, and with a likely significant decline during WWII. There appear to be some stalwarts whose close attachment to Mount Wellington results in them continuing the earlier traditions.

- some weekender huts still in use (Madison Square Hut, Lone Cabin, Kara & Retreat)
- only one new hut known to have been started at this period, and it was to replace a recently destroyed hut (Nicholson Hut, c.1944), but was never completed.

1967-1993– A Reclaimed Tradition Following the Destruction of the 1967 Bushfires

The 1967 bushfire damaged all the existing huts and devastated the forest and fern gullies. The loss appears to have created in some a need to reclaim what was lost on the Mountain. This included new hut building, rebuilding some huts and shelter sheds, replanting of vegetation (eg, at the Springs) and the relocation of a number of the earlier, historic huts, leading to a renewed interest in these.

- no new building - lot of destruction by fire, and rebuilding of key huts by HCC and private individuals after the 1967 fires.
- rebuilding of Lone Cabin, Junction Cabin, Kara & Retreat; and the building of SAMA and Mt Arthur Huts.

Table 4 Chronological Listing of Historic Huts on the Eastern Face of Mount Wellington (in order of date of construction)

Hut	Initial Use/ Construction	Style of Hut	Type	Hut History & Present Day Condition
Wiggins Quarry Hut	1830s	unknown	worker accom	1830s – in use; present day - minimal evidence
King Pits Sawyers Huts	by 1832	unknown	worker accom	1833 – in use; present day - no evidence
Jacksons Bend Hut	by 1846	unknown	worker accom	1846 - shown on contemporary map; present day – ruin (hut platform only)
Lady Jane Franklin Pinnacle Hut (later Rock Cabin) (govt)	1843	unknown / later stone hut	public refuge	1843 – shelter built for emergency use; ? – hut burnt down; 1928 – rebuilt in stone as part of the HCC Depression employment program & named "Rock Cabin"; continued use to present.
Lady Jane Franklin Springs/ Gap Hut (govt)	1843	unknown	public refuge	1843 – shelter built for emergency use; present day – location unknown.
Organ Pipes Hut	by 1847	sod	unknown	1847 – shown in contemporary painting (may not be real representation); present day – no evidence
Woods Hut	c.1859	timber	accom & visitor accom	c.1859 – Woods build residence at upper Springs; by 1866– adds second hut for visitor accommodation; ? (c.1890s) – destroyed; present day – ruins (platform and chimney butt)
Recreational Hut No.1	1880/8	unknown	private	1880 or 1888 – hut built (likely to be the first Waratah Hut); ? – destroyed; present day – no evidence
Waratah Hut	1880? - 1892	bush timber, plain	private	1880, 1888 or 1892 – hut built; ? – destroyed; present day – ruins (chimney butt)
Fern Retreat Hut	1890	bush timber, plain	private	1890 – first hut built; 1907 – hut rebuilt in more decorative style; 1920 – hut destroyed by fire ; present day – ruins (platforms, chimney butt, bridge abutment)
Wellington Hut	1890s (c.1890?)	bush timber, plain	private	1890s (1890?) – first hut built; 1911-1915 – hut rebuilt in more decorative style; ? – destroyed; present day – ruins (benching into bedrock, rock walled platform, chimney butt, paths).
Forest Hut	1891	bush timber, plain	private	1891 – first hut built; 1902 – hut rebuilt and also new associated decorative features; ? (post 1924) – destroyed; present day – ruins (chimney butt).
Upper Springs Shelter Sheds	c.1891	sawn timber	public day use	c.1891 (by 1895) - built along with Gadds house by the HCC; ? (1967?) – destroyed; present day – possible platform.
Brushy Creek Hut 1	early-mid 1890s?	bush timber, plain	private	by mid 1890s – hut built; by late 1890s – abandoned; present day – unknown.
Wattle Grove 1 Hut	1894/5	unknown	private	1880, 1888 or 1892 – hut built; early 1900s – destroyed by fire; present day – ruins (chimney butt, excavation).
Falls Hut	by 1895	bush timber, some decor^{n}	private	by 1895 – hut first built; by 1898 – enlarged and made more decorative; by 1909 – has highly decorative bridge; ? – destroyed; present day – ruins (platform, foundations, paths)
Wragges Summit Weather Observatory	1895	weatherboard & iron roof	Govt	1895 – hut built; 1897 – in use; ? – abandoned: ? – destroyed (by fire?)
The Stockade	1895	unknown	Govt	1895 – built; 1898 – abandoned; early 1900s – possibly used as a private recreational hut; ? – destroyed; present – ruins (excavated foundation, chimney bases, drainage channels).
Cascade Hut	c.1895?	bush timber, some decor^{n}	private	c.1895 – hut built; ? – destroyed; present day – unknown.
Clematis Hut	by 1896	bush timber, some decor^{n}	private	by 1896 – hut built (walls were horizontal bush poles, roof pyramidal (several)); by 1910 – hut enlarged, roof shingled c.1912 – destroyed by fire; present day – no evidence (thought to be destroyed by 1967/post-1967 fire trail bulldozing)

Table 4 – continued:

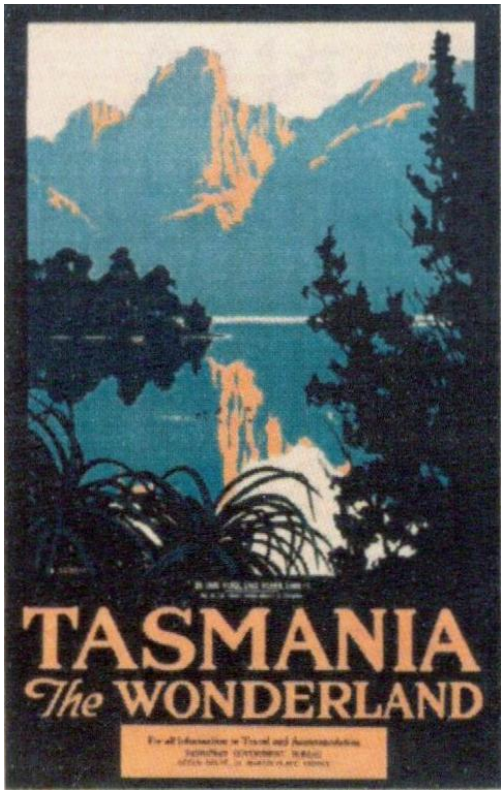
Hut	Initial Use/ Construction	Style of Hut	Type	Hut History & Present Day Condition
Myrtle Hut (possibly Betts Vale Hut?)	1897	unknown	private	1897 – hut built; ? – destroyed; present day – unknown.
Weber & Teagues Hut (also Brushy Creek Hut 2)	late 1890s	bush timber, plain	private	late.1890s – hut built; early 1900s (by 1911 or 1920?) – destroyed by fire; present day – unknown.
Fern Lea Hut	nd (c.1900?)	unknown	private	c.1900 (late 1800s/ early 1900s?) – hut built; ? – destroyed (by fire?); present day – unknown.
Fern Rest Hut	nd (c.1900?)	unknown	private	c.1900 (late 1800s/ early 1900s?) – hut built; ? – destroyed (by fire?); present day – unknown.
Fern Tree Hut	nd (c.1900?)	unknown	private	c.1900 (late 1800s/ early 1900s?) – hut built; ? – destroyed (by fire?); present day – unknown.
Old Farm Road Hut 1	nd (c. 1900-10?)	unknown	private?	c.1900-1910? – hut built; ? – destroyed (by fire?); present day – unknown.
Betts Vale Hut	nd (c. 1900-10?)	unknown	private?	c.1900-1910? – hut built (possibly Myrtle Hut (1897) or Fern Tree Hut); ? – destroyed (by fire?); present day – unknown.
Featherstone Cascades Hut	nd (c. 1900-10?)	unknown	private?	c.1900 (late 1800s/ early 1900s?) – hut built; ? – destroyed by fire; present day – unknown.
Musk Hut	1906-7	bush timber, some decorⁿ	private	1906-7 – hut built; c.1981 – destroyed (by fire?); present day – ruins (benching into bedrock, stone walled platform, chimney butt).
Cluster Grove Hut	1908-9	bush timber, some decorⁿ	private	1908-9 – hut built; by 1920 – destroyed by fire; present day – ruins (benching, stone walled platform, chimney butt, path).
Wattle Grove 2 Hut	c.1910	bush timber	private	1910 – hut built (walls were horizontal bush poles, roof was pyramidal – similar to Clematis Hut); ? – destroyed by fire; present day – ruins (platform).
Lone Cabin	1911	bush timber, plain	private	1911 – hut built; early 1930s – hut rebuilt in timber; 1967 – destroyed by bushfire; 1970 – rebuilt in stone and some timber by HCC; present day – extant (day use shelter).
Scarrs Hut	nd (1911–1923?)	unknown	private	Probably between 1911 and 1923 – hut built; ? – destroyed; present day – unknown.
Kara (originally Stone Hut)	c.1923-4	stone	private	c.1923-4 – hut built; 1950s – repaired and some changes; 1967 – destroyed by bushfire; 1968-9 – rebuilt in stone; present day – extant.
Johnstons Hut	by 1927	timber, plain	private	by 1927 – hut built; c.1935 – destroyed by fire; present day – ruins (platform, chimney, base of walling)
Retreat Hut	1920s?	unknown (stone?)	private	1920s? – hut built; 1967 – damaged/destroyed by bushfire; early 1970s – rebuilt; present day – extant.
Madison Square Hut	1920s	timber, iron & rock	private	1920s? – hut built; c.1944 – destroyed by landside (rockfall?); present day – ruins (platform).
Mt Arthur Track Hut 1	nd (early-mid 1900s?)	unknown	private?	Likely to have been built in the 1920s or later; ? – destroyed; present day – ruin.
Huxleys Hut (New Town Falls Camp 1)	nd (early-mid 1900s?)	unknown (not a hut?)	unknown	Likely to have been built in the 1920s or later (thought to have been a camp site with no structures, built for recreation or hunting/snaring); ? – destroyed; present day – ruin (platform).
Possum Hunters Hut	pre 1931	unknown	worker accom	by 1931 – 'crude hut' built; by 1942 - ruin; present day – ruins.

Table 4 – continued:

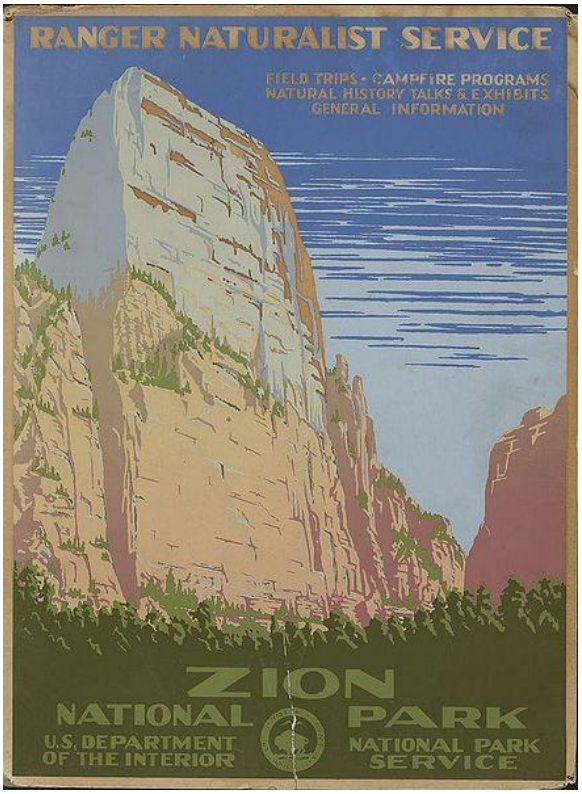
Hut	Initial Use/ Construction	Style of Hut	Type	Hut History & Present Day Condition
Rock Cabin (originally Log Cabin)	1928	timber, log-cabin style	public day use	1928 – enclosed shelter shed built in log cabin style; 1932 – destroyed by fire; 1932-35 – rebuilt in stone (Leo Luckman the stonemason); 1967 – damaged/destroyed by fires; c.1967-1970 – rebuilt in stone; present day – extant.
Junction Cabin	1932	timber?	public day use	1932 – enclosed shelter shed built; ?– rebuilt in stone before 1967 (possibly damaged by fire and rebuilt in stone 1932-35 as was Log Cabin?); 1967 – damaged/destroyed by fires & rebuilt in with corrugated iron cladding ; 1970s – rebuilt in stone; present day – extant.
Upper Springs Shelter Shed 2	1932	sawn timber	public day use	1932 – large shelter shed built (with 2 large fireplaces and 'accommodating several hundred people'); 1967 – burnt in the bushfires; present day – ruins (platform, path, foundations, chimney butts; present day – ruins.
AC Walker Shelter, Springs	1932	unknown (stone & timber?)	public day use	1932 –shelter shed built (lower Springs); 1967 – largely destroyed by the 1967 bushfires; 1970s – rebuilt in additional stone; present day – extant shelter shed with earlier foundations and lower walls).
Old Hobartians Hut	1933	stone	public day use	1933 (between Oct 1932 and1933) – enclosed stone shelter shed built; by 1942– destroyed; present day – ruins (platform, stone wall foundations).
The Chalet	c.1936-7	timber & stone?	public day use	c.1936-7 –shelter shed built (following the construction of the Pinnacle Road); present day – extant.
The Upper Chalet	c. 1936-7	unknown	public day use	c.1936-7 –shelter shed built (following the construction of the Pinnacle Road); ? destroyed (1967 fires?); present day – unknown.
Luckmans Hut	1938	stone	private (for skiing)	1938 – built (in stone, Leo Luckman a stonemason); 1967– damaged by the bushfires; 1969 – rebuilt; present day – extant.
Wellington Ski Club Hut	1939-40	unknown	private (for skiing)	1939-40 – built; 1967– destroyed by the bushfires?; present day – unknown.
Nicholsons Hut	c.1944	stone	private	c.1944 – built; late 1940s – abandoned; 1967– some damage in the bushfires; post – 1967 – start of rebuilding (not completed); present day – intact partially built hut (lower stone walls).
SAMA Hut	1967-8	timber & metal	private	1967-8 – built (as a new post-fire hut to replace those lost); present day – extant.
Mt Arthur Hut	1969-70	timber & metal	private	1967-8 – built (as a new post-fire hut); 1974 – damaged by a storm; 1992 – repaired; present day – extant.

* - Hut names in italics were not recreational huts, but were huts built as worker accommodation as part of the resource utilisation and infrastructure development on Mt Wellington.

Figure 4 Scenic Tourism Promotion – A Key Driver for the Historical Development of Recreational Tracks and Shelters in Australia and Overseas

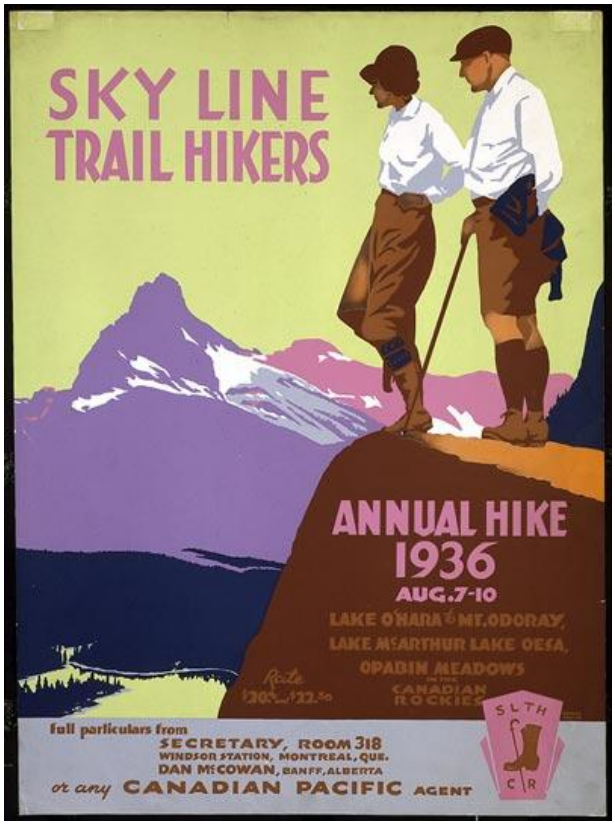


1930s, Harry Kelly (*Source – Tasmaniana Collection, TAHO*]



1938 NPS Poster [*Source - United States Library of Congress's Prints and Photographs, digital ID ppmsca.13400*]

1935, James Northfield [*Source – NLA online*]



1936 CPR Poster [*Source – not documented*]

2 A CONTEXT FOR THE TRACK & HUT NETWORK – A COMPARATIVE ANALYSIS

2.1 Introduction – Setting Some Boundaries

The development of tracks and huts in a Tasmanian or Australian context is a very large field, as it potentially encompasses early exploration, settlement, rural development and resource exploitation tracks and huts. In fact in Tasmania and in Australia, these are the types of tracks and huts that, with few exceptions, have been the focus of the historical research and heritage assessment that has been carried out to date (eg, Ramsay & Truscott 2002).

As a consequence, and because the Wellington Park track and hut network is primarily a network created for recreation, this comparative analysis is limited to a discussion of tracks and huts which were purpose built for recreation, primarily walking based recreation. In this context 'recreation' is taken to include walking for scenic appreciation.[12] Although Aboriginal people undoubtedly walked for recreation as well as social, religious and utilitarian reasons, this analysis also does not look at Aboriginal or other indigenous recreation or recreational routes as these are not relevant to the present study. The comparative analysis also restricts itself to tracks and huts built before c.1940. This date reflects the end of the historical track and hut building on Mount Wellington, and also represents a point at which outdoor recreation changed significantly in Australia (Griffiths 1992, Harper 2007).

Tracks and huts built for purely recreational purposes appear to be largely unstudied in Australia, and even globally. According to Mosley (1963) not even the history of development and geography of outdoor recreation in Australia was researched prior to his 1963 study, and was poorly studied world wide except in the USA. This lack of study appears to be due to a combination of factors, including the fact that walking tracks are relatively small scale not generally documented infrastructure, and that they are a relatively late historical phenomena and, as such, traditionally they have not been not considered of importance in the development of Australia. Allied to this is the fact that many of the earlier and best known walking tracks today have used historical tracks that were not purpose-built recreational tracks, but were historical utilitarian tracks, created for (or by) for example Aboriginal travel, or European exploration, transport or resource extraction. Another factor is, as Harper (2007) notes, the invisibility of walking historically – it is so ordinary, mundane and every day that it is not written about, documented or considered worthy of study. As Harper (2007, xi) comments, "Walking, because it is both 'the most obvious and the most obscure thing in the world' seems to resist history".

Given the lack of previous studies of recreational tracks and huts, the following comparative analysis is primarily based on a review of the history of scenic tourism and recreational walking in Tasmania and Australia undertaken for this project. A limited review of historical walking tracks and recreational huts overseas, mainly in comparable contexts such as New Zealand, Canada and the United States of America (USA), was also carried out. This analysis is presented as in the Appendix of this report. Such an analysis is important in understanding the historical context in which the Wellington Park historic recreational tracks and huts evolved, and provides essential background for the comparative assessment.

Because the areas under consideration are so minimally researched and documented, for the Australian context both the historical analysis in the Appendix, and the comparative analysis relies on relevant generalist literature (Horne 2005, Harper 2007); the small number of area specific studies, in particular the Blue Mountains historic walking tracks study CMP (Smith et al 2006), the management plans for the historic huts at Mount Field in Tasmania (Terry 2003 a- d), two Victorian 'Ash Range' studies (Griffiths 1992, Tucker 1993),

[12] *Tracks and huts for other recreational or scenic pursuits such as skiing, cave tourism or water sports are not included here as they have different, more specialised histories. Ski huts are however included to a limited extent as two of the huts in the study area were built as ski huts.*

a review of the history of recreation in Victoria and of associated places (Doyle 1999), a heritage study of the Adelaide Hills (Smith et al 2006); select heritage register entries; and on the general knowledge of the author. For the overseas context, the analysis was limited essentially to information available on-line, including heritage registers, but also has used responses from personal enquiries to a small number of colleagues. The overseas context is therefore very general and patchy.

2.2 A Comparative Analysis of the Tracks

As noted above, historic walking tracks appear to be a relatively unstudied feature generally. The majority of walking tracks and walking studies that were identified as part of the present study are of historically significant non-walking tracks (eg, mining tracks, early built roads) that have only in the last c.30-40 years become recreational walking routes. In Australia the only studies of historic walking track heritage that have been identified outside Wellington Park are Smith et al's (2006) study of the historic walking tracks in the Blue Mountains, NSW, and some limited assessment of the Overland Track (Bannear 1991).[13] In countries such as the USA, Canada and New Zealand it appears that while the developmental history was generally similar, historic walking tracks are also poorly researched and documented except for isolated individual examples, mainly in the USA, and then mainly as part of place records for heritage listings.

The following review of recreational track development is summarised from the more detailed and referenced treatment in the Appendix.

An Overview of Historic Recreational Track Development

Historical Walking Track Development in Tasmania

Although 'walking tracks' are synonymous with Tasmania's remote natural areas today, this has not always been the case and, with only a few exceptions, is a phenomenon of the mid-late 1900s. Although the Overland Track (between Cradle Mountain and Lake St Clair), built in the 1930s, is most commonly regarded as Tasmania's earliest recreational walking track, it is well predated by other recreational walking tracks in the Hobart area and in the Launceston area and by the c.1917 pack track from National Park to Lake Fenton at Mount Field. Wellington Park, and the eastern face of Mount Wellington (ie, the track network being considered in this study) has the oldest known purpose built recreational walking tracks in Tasmania, the construction of which started in 1845, and has arguably the highest density of historic walking tracks of anywhere in Tasmania.

The earliest purpose built recreational track in Tasmania is the Wellington Falls Track on Mount Wellington. This track, built in 1845, was a public-use track built on public land by independent (private) contractors using funds raised through public subscription (organised by a local interest group formed for the purpose).

The next purpose built recreational tracks on Mount Wellington (on its eastern face) were the New Town Track (1869), Radfords Track (1890), Fern Glade Track (1890), the Organ Pipes Track (by 1894), the track to Sphinx Rock (by 1897) and the new Pinnacle (& Zig Zag) Track (1902-3).[14] This seems to have been a period of peri-urban recreational promotion in Tasmania, with tracks also having been built in the Cataract Gorge area in Launceston at the same time. At the Gorge, the Zig Zag Track was constructed in 1885 and the main walk along the Gorge above the South Esk River was built in 1889-90, with a smaller network of paths in the Cliffed Ground – Basin area being built from c.1890 to c.1905 (McConnell & Gaughwin 1995).

[13] *Brown's (2009) study of the Mole Creek Pack Track in Northern Tasmania is not included, as although he makes comment in relation to the management of this historic track, the study is primarily a history.*

[14] *Although the New Town (Red Paint) Track was fully in place by 1869 and McRobies Gully Tracks and the Middle Island Track are believed to be in place by the 1880s, these three tracks all used early logging roads in their lower parts, and were created privately. The Newtown Red Paint Track is included as the main part in Mount Wellington is believed to have been purpose built and not logging track.*

Although the individual Mount Wellington tracks are longer, both areas appear to have had a similar history of development, with the path and track network being constructed for public use to access features and areas of scenic beauty. The locations of these two sets of tracks indicates that the construction of both sets of tracks was influenced by the desire to provide recreational opportunities to the large adjacent population centres, but the location and timing of the two sets of tracks also reflects the burgeoning interest in, and promotion of, Tasmania as tourist destination, coincident with the importance of the Romantic Movement at this period with its focus on sublime natural features and the growing influence of the Arts & Crafts Tradition with their interest in natural scenic beauty and rustic design. This latter influence is strongly expressed in the tracks and other public infrastructure at Cataract Gorge, but is less noticeable on Mount Wellington other than in relation to the private huts of the 1880s to 1910s (refer Section 2.2).

Wellington Park does not boast long distance overnight walking 'tracks'. The track network in the Park appears rather to represent an intermediate type of recreational walking opportunity between short walks and overnight walks with its network of short to medium distance tracks combined with routes across the Mount Wellington plateau that provide long day walks, and track combinations that can provide one to three day walks if desired. Although most of the walking historically has not involved overnight stays on the Mountain, the more adventurous, even as early as Lady Jane Franklin's 1837 party, have camped out overnight on Mount Wellington, or spent a more comfortable night from the mid-late 1800s at Woods accommodation hut at the Springs or in the 1907 the Springs Hotel, or in one of the numerous small rustic weekender huts that were built used by locals huts from c.1880 (but largely gone by 1920) (refer Section 2.2).

The tracks on the eastern face of Mount Wellington therefore can be seen to have been an intermediate type of 'bushwalking' experience between easy day walks and remote, difficult long multiday walks. In this sense they are unique, as there is no other area in Tasmania known to have had predominantly this type of use. This type of track system and use is considered to have evolved in response to Mount Wellington being an extensive and major natural area scenic attraction in combination with it being located on the edge of a major city that was also a major tourist destination, at least in Tasmanian terms.

Some foci of visitation in Tasmanian national parks have had, since the early 1900s, a network of short to medium distance walking tracks and overnight accommodation opportunities, for example Waldheim near Cradle Mountain, Cynthia Bay at Lake St Clair and Mount Field. These areas however differ from the eastern face of Mount Wellington in that the accommodation (in buildings and camping) were provided in one location, not scattered across the area serviced by the tracks, and with much fewer short, day use tracks. These areas are most similar to the Springs focussed visitor use from the 1860s to the mid-1900s, which included an accommodation hut established in the 1850s and the later (1907) Springs Hotel and a network of radiating tracks of various lengths to scenic features. The Springs area however was slightly earlier than the other foci[15] and evolved slightly differently, in part due to the different management arrangements and its location so close to a major population centre.

Historical Walking Track Development in Australia

As can be seen from the historical analysis in the Appendix, the construction of purpose built recreational walking tracks in Australia was extremely limited until the mid-late 1900s, with walkers mainly using untracked country and existing roads, including access tracks built for other purposes such as logging, mining and grazing. A list of the identified purpose built recreational walking tracks to c.1940 in Australia is provided in Table 5.

The historical recreational walking tracks appear to have been of three main types – those built to access scenic view points near major population centres (mainly the capital cities); and those which accessed areas of natural scenic beauty in hinterland areas of the major population centres; and those which accessed areas of natural scenic beauty in relatively remote locations. All three types of recreational interest appear to have occurred at about the same time throughout Australia, with the first purpose built tracks dated to the 1830s, but with the real start of walking track building starting in the 1860s, and the key period of track building being from the

[15] *For example - Waldheim – 1912; Cynthia Bay – c.1890; and the Mt Field Government Huts - 1940 (McConnell et al 2005).*

Table 5 Chronological Listing of Identified Purpose Built Walking Tracks in Australia to c.1940. (The paucity of purpose built tracks indicates the high degree to which existing non-recreational tracks were used for recreation, often after abandonment).

Date Construction	Track Name	Location	Type	Source
c.1832	*tracks from inns to scenic points*	Blue Mountains, NSW	private public; short	Smith et al 2006
1845	Wellington Falls Track	Mount Wellington, Tas	public, day	(this study)
1850s	South Wellington Track	Mount Wellington, Tas	public, short; marked route	(this study)
1860s	*tracks to scenic points*	Mt Gambier, SA	?public (volunteer); short	Horne 2005
1866	Track to Steavensons Falls	Yarra Ranges, Vic	public; short	Tucker 1993
1868 on	*main track network*	Blue Mountains, NSW	public; long	Smith et al 2006
1869	New Town (Red Paint) Track	Mount Wellington, Tas	public, day	(this study)
1884	Six Foot Track	Blue Mountains, NSW	public; long	Harper 2007
1884	*pathways (to waterfalls)*	Mount Lofty, SA		Piddock & Martin 2006
1880s-1890s	*tracks to & on plateau*	Mount Buffalo, Vic	private public; short & long	Harper 2007
1890	Cataract Gorge Track	Launceston, Tas	short	McConnell & Gaughwin 1995
1890 on	*main track network*	Mount Wellington, Tas	public, day	(this study)
1891 on	*track network*	Belair National Park, SA	public; short	Tamblyn 2006
1906	Baw Baw Tourist Track / Yarra Track	Ash Ranges, Vic	public; long (51 miles), with huts	Tucker 1993 Harper 2007
c.1917	Track to Lake Fenton	Mount Field, Tas	public; long day; pack track	Terry 2003b
1935 (-7)	Overland Track	Central Highlands, Tas	public; long	Haygarth 1998
1937	*track network*	Binna Burra, Qld	private public; day & short	Harper 2007

Note: The above list is of those of purpose built recreational walking tracks that have been identified from the literature as part of the present study. It does not represent the full list of purpose built recreational walking tracks (or track networks) in Australia to 1940, but it is likely to represent the most significant, and the majority, of these.

1880s to the 1910s. Only a small number of new tracks appear to have been built after WWI, although a few areas such as the Blue Mountains and Mount Wellington had a period of track repair and new track building during the Depression that took advantage of the availability of Depression employment relief labour.

As Harper (2007, 45) comments, where purpose built walking tracks were constructed "Some were built at the instigation of private entrepreneurs who stood to benefit from the tourist trade, while others were the work of citizens and occasionally governments, driven by civic pride, who wanted everyone to enjoy the beauty of the bush".

In relation to the tracks to scenic viewpoints near cities, these viewpoints were in most cases the summit of the nearest mountain or high hill to the population centre, although there are some exceptions such as the Cataract Gorge Track near Launceston. Such places include Mount Coot-tha near Brisbane, Mount Lofty near Adelaide, and Mount Wellington. These summit viewpoints were usually accessed by only one or two tracks to the top.

Mount Wellington is the exception in that it evolved a major track network, probably a consequence of the Mountain having a range of other scenic features.

The areas that were the focus of scenic tourism and outdoor recreation that were a little further from major population centres and which evolved recreational walking tracks, were primarily Belair National Park near Adelaide, the Ash Ranges out of Melbourne, and the Blue Mountains, Royal National Park and Bundanoon out of Sydney. These all had walking tracks on existing tracks and purpose built tracks to varying degrees, and the tracks were of varying length, although primarily short walks and longer day walks. Belair National Park had mainly short purpose built tracks, while the Yarra Ranges had all combinations, but with few purpose built tracks, and with only one purpose built long distance walk. In the Sydney region, Bundanoon and Royal National Park had only a few short walks, but the Blue Mountains had several different networks of track, mostly short tracks, being developed around different scenic areas, and had by far the greatest development of tracks (on both private and public land), not only in NSW, but in Australia. The Blue Mountains also had longer day walk tracks and at least one long distance track. Most of the tracks in the Blue Mountains were purpose built, although a number of pre-existing tracks or routes were also used, and these purpose built tracks were in the main constructed to a specific landscape design (largely established earlier on private estates), also unusual in the Australian context.

The third category of place with recreational walking tracks, those that accessed scenic areas in relatively remote locations, appear to have been small in number up until c.1940. Areas that were developed by about 1900 included the Porongorups in southwest WA, Mount Tambourine and Lamington National Park in Queensland; Mount Buffalo in Victoria; the Snowy Mountains in NSW, and the Lakes District and Central Highlands in Tasmania. Although it is assumed that these locations had walking tracks, little specific information has been identified.

The level of use of the historic walking tracks is poorly documented, but the limited available statistics are interesting, demonstrating the significant changes in use over time and showing that there were different patterns over time in different regions. According to Smith et al (2005, S2C-34), in 1905 the Blue Mountains had 4,500 visitors using the tracks in the Katoomba/Leura area, while McConnell & Handsjuk (2010) report that in the same year some 7,000 walked to the summit of Mount Wellington on one track alone. Smith et al's (2006) figures however indicate that tourist numbers in the Blue Mountains jumped significantly (more than five-fold) in the next six years, and by the late 1920s had experienced a more than hundred-fold increase, to 500,000 annually in the Katoomba/Leura area, while Mount Wellington only has about half this level of visitation today, even with road access to the Pinnacle. The development of accommodation to support the scenic tourism and recreational walking also demonstrated the growth of interest in these pursuits (refer Section 2.2).

It would appear from the history of recreational use of Mount Wellington that it fits both the 'scenic viewpoint close to a city' type of recreational area and, because of its size and area, 'the hinterland scenic area' type, although it is different in nature to other scenic hinterland areas because of its proximity to Hobart, the main source of its users. Also of relevance is the fact that Mount Wellington had special importance in relation to the scenic interests of the time – it had a range of scenic features one relatively small and accessible area. As Horne (2005, 262) notes, "Travellers could combine in the one trip up Mount Wellington the requisite experiences of a successful tour – sublime mountain views and luxuriant ferns".

As a scenic viewpoint close to a city, it appears to have had the longest and highest level of use of any comparative site (eg, Mount Lofty and Mt Coot-tha). The early use is a result of the relatively early settlement of Hobart, but also most likely a factor of the height (1,271m asl) of Mount Wellington and its prominence when viewed from Hobart. While the other scenic viewpoints appear to have only had one or two pathways to the top, or to interesting features, Mount Wellington is unusual in having had a series of routes to the summit, a number of which have been well made tracks (as well as a road to the summit since 1937).

As a scenic viewpoint, it has also had a continuous history of use, and high use. This would appear to be due again to the prominence and altitude of Mount Wellington, which meant that it was a very obvious scenic viewpoint and that it provided visitors with a range of native vegetation, including alpine vegetation on the edge of the city, and with extensive and panoramic views (McConnell & Handsjuk 2010, Sheridan 2010).

The Blue Mountains and Mount Wellington - A Comparison

The Blue Mountains is considered the closest comparative example to Wellington Park, although it is clear that its more remote location from Sydney (its major user base), the larger pool from which the users came and the larger size of the area have resulted in somewhat different histories of recreation use, hence recreational infrastructure. The comparisons are based primarily on information from this study for Mount Wellington and Smith et al (2006) for the Blue Mountains (refer Section 1 and the Appendix, respectively, for background historical information).

There are many aspects of the tracks and associated visitor infrastructure of the Blue Mountains that are similar to that on Mount Wellington in terms of the historical evolution. Key similarities are that the main purpose and focus of use in both cases was the natural scenery; the similarity in the general periods of development and the influences (at least until the mid-1900s) on this; and the fact that although not initially deliberate, by the 1930s, the track network was being deliberately increased to create a track 'system' or network, and in fact resulted in such in both cases. Each of these 'networks' however has a very different signature, to a large extent a consequence of the very different mountainous environments in which they were built – one a single mountain on the outskirts of Hobart accessed from below, the other a more remote environment with major cliffs and deeply incised creek lines accessed from relatively flat land above.

There are also some minor and some key differences. Minor differences include the slightly different timing. Another more significant difference is that while 'the great majority' of the Blue Mountains tracks were constructed under the auspices of community based volunteer groups, most Mount Wellington tracks were constructed under the auspices of the land management agency (the HCC). Noticeably, in both cases, there was little involvement in track construction by the walking clubs, although the clubs did explore in and use both areas. Probably the most major difference between the two areas is the lack of private weekender hut construction in the Blue Mountains, which would appear to be due primarily to the distance of the area from Sydney, the major population centre, as well as to the scattered nature of the reserves with private land between, the apparently closer scrutiny by the land owners and reserve trustee boards and staff, and possibly also to some extent to the difficulty of the terrain for creating accessible hidden huts.[16] Because of this the Blue Mountains track system appears to have had extremely limited amounts of related high Arts and Crafts tradition style rustic bush timber construction, with the only identified, within reserve examples being some of the earlier hand railing which were made of bush poles, although most appear to have used sawn timber.

Another major difference is the more highly constructed nature of the Blue Mountains track network compared to the track network on Mount Wellington. Although the tracks often had the same scenic aims and destinations, in the Blue Mountains the escarpments, cliffs and gorges which had to be negotiated resulted in much more difficult and specialised track construction, for example extensive handrailing, bridges, 'stepping stone' sections, ladders, wooden stairway, and stairways and sections cut into bedrock. Because of the more extensive area and the larger numbers of walkers, the system was also more extensive, and included larger scale, more heavily built features, for example lookouts and the crossing at the bases of the waterfalls. The use of metal appears to be much greater in the Blue Mountains than on Mount Wellington, with metal extensively used for handrailings as well as for some ladders in the Blue Mountains, while the only use of metal in the tracks on Mount Wellington is the 1920s metal post and wire hand/safety railing on the Zig Zag Track.

The Blue Mountains' tracks also appear to have had a number of made drinking water sources (wells and tanks) associated, which was not the case on Mount Wellington (where water is abundant). Small dams were also constructed in the Blue Mountains to provide aesthetic water features, but were not a feature of Mount Wellington, in part due to the terrain, but also possibly because the numerous cascades and pools on the creeks and rivulets of Mount Wellington were considered to provide adequate water features, particularly in a climate where water was plentiful and water features were not such a 'contrasting' features as in the Blue Mountains.

Smith et al (2006) however shows that in spite of these differences, the actual construction styles on more standard track are very similar. For example both areas have significant sections of benched track, including sections of lower bank drystone walling of similar styles. The benched tracks also had parallel (inner edge) gutters and cross drains, with culverts being rare. The cross drains were usually open, and in both places usually lined with stone, although wood was also used (and still is) in the Blue Mountains, and in a few cases drains were cut into bedrock. In both places zig zags were used to achieve height, but maintain lower grades, although in both places steep vertical tracks were also common (in the Blue Mountains these were generally the cliff face tracks while on Mount Wellington many tracks, in particular the older tracks, ran directly upslope up spur and ridge crests). Steps, quite common in the Blue Mountains on steep track grades (and usually of pinned timber risers) however are relatively rare on Mount Wellington (possibly because the rocky nature of the Mount Wellington tracks provides de facto steps, or at least enough purchase to not require steps.

Both places had public shelter sheds, and at both places these were located at track heads and along some tracks. At both places the shelter sheds included open gazebo style sheds, sawn timber framed sheds with weatherboard cladding and stone sheds. In both places the stone was local stone – on Mount Wellington mortared sandstone was used, while in the Blue Mountains the stone sheds were cemented ironstone. There were also some shelter styles distinctive to each place. On Mount

[16] *The Blue Mountains instead appears to have provided considerable commercial weekend and other overnight accommodation in the form of hotels, guest houses and furnished rented cottages. In the peak of Blue Mountains Tourism in the mid-late 1920s the Blue Mountains had in the order of 150 hotels and guesthouses and over 450 furnished cottages, amounting to well over 6,500 beds (Smith et al 2005, S2C-35).*

continued - The Blue Mountains and Mount Wellington - A Comparison

Wellington at least one American log style shelter shed was built, and in the Blue Mountains in the 1930s several 'artificial cave' type shelters were made using cement and chicken wire (although in both places natural rockshelters/caves were also used). At both places, fireplaces and indoor and outdoor picnic tables and seats were provided.

Smith et al (2006) provide little information on the historical track widths, but they do note that the older tracks were much wider than the tracks today (Smith et al, 2006,S2C- 12), which is similar to Mount Wellington where generally tracks have become progressively narrower (from 8-10' track in the 1800s to 2-3' tracks today).

As at Mount Wellington, track development in the public reserves in the Blue Mountains virtually ceased from the onset of WWI to the early 1930s. While, like in Tasmania, the first construction of this period started in 1928 (and included Bruce's Walk, the longest purpose built walking in the Blue Mountains) the construction went on until 1939 (ie, c.7 years longer than on Mount Wellington). According to Smith et al (2006, 2B – 29), the primary driver for this period of expansion was a "vast increase in community enthusiasm for hiking that began in the depression". The work of this period included new track construction and the upgrading or repair of many, with replacement of the poor condition timber elements (eg, staircases and hand railings).

The tracks built in the early 1930s were essentially built to the same model as the late 1800s – early 1900s tracks (ie, with the interconnecting loop walks), although greater emphasis was given in this period to developing more, easier short walks (Smith et al 2006, S2B – 19). Only two tracks involving major construction were built during this period (Giant Stairs and Slacks Stairs). Smith et al (2006, S2C – 22) have calculated that in the in-late 1930s, some 66 km of track was built or upgraded, 14 shelter sheds were constructed and 33 table, 143 seats and 79 sign boards were installed across 15 reserves in the Blue Mountains. This compares with approximately 20 kms of new track, 2.6 km of upgraded track, 4 cabins and 2 shelters sheds on Mount Wellington, with all but one cabin being constructed by Depression employment relief labour.

It is not clear what extent of tracks and the additional related infrastructure noted above as being built in this period were built or replaced during the Depression construction years. However, unlike Tasmania, much of the track construction did not use Depression employment relief funds. Also, based on Smith et al (2005), tracks built using employment relief funds were a slightly later phenomena in the Blue Mountains, occurring only from 1934.[17] It is not clear from Smith et al (2005) how long employment relief track construction continued in the Blue Mountains, but it appears to have continued at least until 1936, possibly to 1939.

Similarly to the Mount Wellington recreational and visitor infrastructure, these tracks and associated features such as lookouts were seen as significant infrastructure developments of the time, with many of the more important tracks and lookouts being opened formally. The value of these facilities is reflected in some 6,000 people being present for the opening of the floodlighting at the Leura Cascades and Echo Point in 1932, the largest gathering for such an opening. At Mount Wellington four years earlier, over 400 people walked from the Springs to the Mount Wellington summit, an on-foot ascent of over 550mfor the opening of the rebuilt Pinnacle shelter shed.

From the end of the 1930s, in the Blue Mountains there appears to have been some, but only a small amount of track construction until the 1960s, while on Mount Wellington, no new tracks or huts are known to have been built in this period. In the 1940s the only track in the Blue Mountains system to be built by a walking club (Perrys Lookdown) was constructed. Like Mount Wellington the 1940s and 1950s appear to have been a period of decline for many of the tracks, but unlike Mount Wellington this seems to have been earlier[18] and much more extensive, and with a major push to re-open and repair many of the tracks (by volunteer groups) occurring in the 1970s and 1980s, whereas a re-vitalisation of the track system on Mount Wellington did not occur until the 1990s (although one new track had been built and some repair had occurred after the bushfires in 1967).

Unlike Mount Wellington, which continued to grow as a reserve, there appears to have been ongoing threats to the reserves and the walking tracks in the Blue Mountains. These were primarily due to mining (coal), and at least one track was partly destroyed and the track effectively lost by dam building by the railways in the 1920s, and several tracks were destroyed in the heavy rains and flooding in the 1950s and 1960s. However, like Mount Wellington, tracks were lost through road building in the reserves. This occurred mainly in the 1930s, with new 'drives' being seen as important to accommodate the predicted change in visitation from train based sightseeing and walkers to car and bus tour based sightseeing. The new 'drives' were mainly cliff edge routes ('Cliff Drives'), and one of the most significant examples of track loss through this new road building is the loss of several kms of walking track through the construction of the Hassans Walls Cliff Drive. The construction of the cliff edge drives also destroyed the pattern of visitor facilities, particularly the gradation of landscaped picnic areas at road heads to the bushland cliff edge lookouts and connecting tracks (Smith et al 2006 2B – 29).

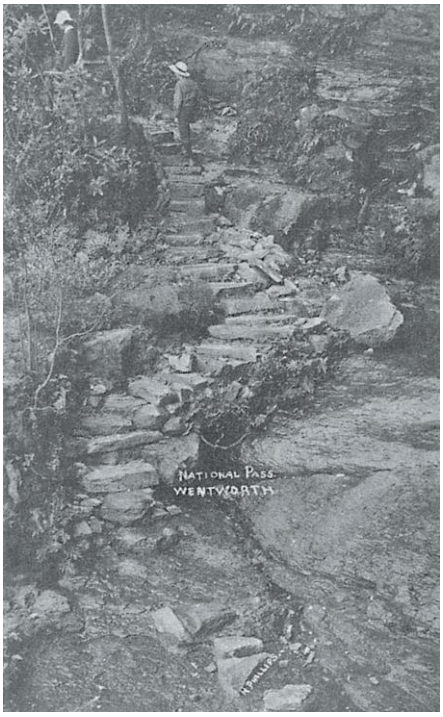
Also, like on Mount Wellington, fire trail construction (from 1961) also contributed to the destruction of the tracks and the integrity of the track system or network, and from 1962 there were tensions with the water supply entity regarding keeping walkers out of the water catchments, which if they had done so would have prevented the use of the large number of tracks below the cliff tops (Smith et al 2006).

[17] *By which time the four years of Depression employment relief track construction on Mount Wellington had ceased.*

[18] *Most walking tracks on Mount Wellington appear to have been used through WWII to at least the mid-1940s.*

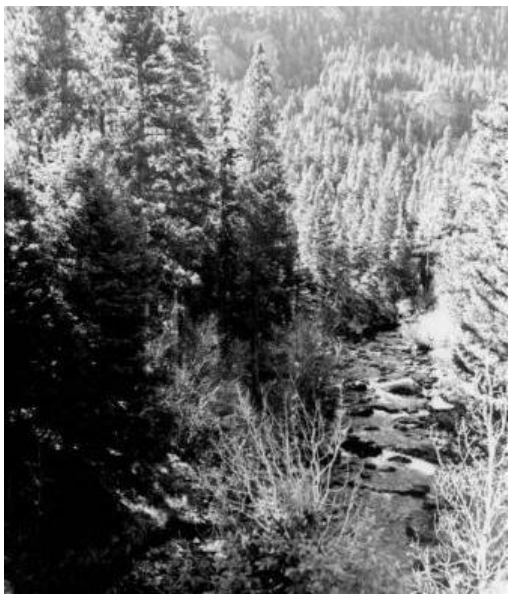
Figure 5 Historical Tracks in Australia and Overseas

National Pass, Blue Mountains
c.1910, Harry Phillips postcard [Source – Blue Mountains Historical Society, on PWS interpretation panel]



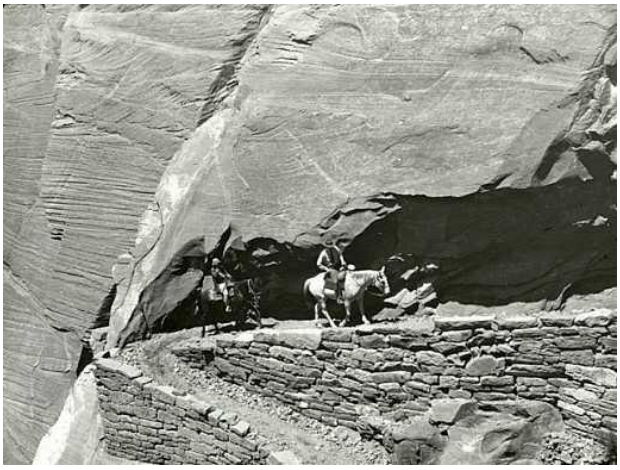
Track in the Katoomba area, Blue Mountains
c.1920s, Harry Phillips postcard [Source – Smith et al (2006, 2C – 15) (from the Jim Smith Collection]

Clematis Ave, Sherbrooke, Yarra Ranges - tourist road with tree ferns
no date, postcard [Source – authors collection]



Fern Lake Trail, Rocky Mountain National Park, Colorado, USA.
[Source – National Register of Historic Places Registration Form]

East Rim Trail, Zion National Park, Utah, USA.
1929, George A. Grant [Source – NPS Historic Photograph Collection]



West Rim Trail, Zion National Park, Utah, USA – section with major rock walling
1930s, Henry G. Peabody [Source – NPS Historic Photograph Collection]

Trail, Bryce Canyon National Park, Utah, USA.
1940, Natt N. Dodge [Source – NPS Historic Photograph Collection]

Bright Angel Trail, Grand Canyon National Park, USA.
c.1930, Henry G. Peabody [Source – NPS Historic Photograph Collection]

Trail, Rocky Mountains National Park, Colorado, USA.
c.1930, George A. Grant [Source – NPS Historic Photograph Collection]

Trail, Mt Tamalpais State Park, California, USA – CCC workers stand on recently built bridge.
1930s [Source – Brechin 2008, 2]

Like some other scenic hinterland areas (eg, the Blue Mountains in NSW), Mount Wellington has an evolved network of walking tracks, which historically (and also today) accessed the key scenic features, for example the summit, Wellington Falls, Silver Falls, Sphinx Rock and the Organ Pipes. The scenic hinterland areas all however differ in the nature of their recreational infrastructure and how it evolved because of local conditions. Mount Wellington appears to most closely resemble the Blue Mountains in that it has a linked network of tracks (although the Blue Mountains has several linked networks and encompasses a bigger area). In this respect it appears to be the second most developed historical network of recreational walking tracks in Australia after the Blue Mountains. While other scenic hinterland areas had a number of tracks, many of these were not linked (eg, Yarra Ranges where the tracks were widely dispersed and there was little linking), or only a few tracks at the most were designed to link or to create a linked network (eg, Mount Buffalo), or the tracks were primarily recreational and in modified landscapes (eg, Belair National Park).

Like the Blue Mountains, the majority of tracks on Mount Wellington are purpose built, and were built primarily by the reserve managers, although some tracks were constructed by members of the public, usually in a volunteer capacity. No tracks on Mount Wellington are known to have been constructed by commercial interests. Mount Wellington differs however from the Yarra Ranges and the Blue Mountains in that, because of the proximity of the Mountain to Hobart, minimal accommodation was developed in the track network area to accommodate visitors to the area (see section 2.3 for further comment on this).

The nature of the networks in the two areas also differs, with the Blue Mountains networks comprising dense networks close to road/rail heads, with longer tracks to scenic features, mainly waterfalls) which were joined by cliff top walks, with later steep walks down to the base of the waterfalls which were (usually later) connected at the lower level, resulting in a series of loop walks (Smith et al 2006). Mount Wellington however had a more organic, less regular patterned network which initially comprised tracks that lead directly upslope to the summit or summit ridge from the lower slopes, with the contouring track to Wellington Falls being an exception. Other walks, both contouring diagonally across slope (sidling) and directly upslope were then developed to and from three main nodes – the Springs, Junction Cabin and the summit, with ultimately five main track entry points on the lower slopes. The network was completed with the construction of a series of largely contouring tracks across the eastern face of the Mountain in the late1920s – early 1930s.

Although the timing of track development in the hinterland scenic areas is generally similar, Mount Wellington appears to have been the first location to become popular (by 1850). This was due in part to the Icehouse Track bridle track that was constructed to just below South Wellington in 1849. The proximity of the Mountain to Hobart, where walkers could start at their doorstep, was also presumably a key factor. The Blue Mountains and the Yarra Ranges had to wait until there was good access, which came in the form of the railway, but not until the late 1860s – early 1870s. This allowed the Blue Mountains and the Yarra Ranges to become popular recreational areas from the 1860s – 1870s. In both these areas, and in other places which became the focus of recreational walking in the nineteenth century, including Tasmania, the main initial period of the development of use and track building was the 1870s and 1880s. On Mount Wellington however, no tracks were known to have been established in this period (ie, no tracks are known to have been constructed between c.1867 and 1890). It would appear that the existing track network, with one good track to the summit, a track to Wellington Falls and access tracks from three lower entry points, adequately met the needs of Hobartians and visitors at this time.

From c.1890, all scenic recreational areas in Australia appear to have been well used, with track development occurring in most of these until the start of World War I, when use virtually ceased. After the war interest recurred and there was a major resurgence of interest in the 1920s and 1930s. On Mount Wellington there is no evidence for a major resurgence of use in the 1920s and 1930s, although it is clear that recreational use occurred in this period. It seems to be only on Mount Wellington and in the Blue Mountains that a significant amount of the tracks were upgraded or built during the 1920s-30s Depression using employment relief labour, although the works in the Blue Mountains, which were Sustenance scheme funded started over a year after the employment relief labour track building program ceased on Mount Wellington.

The existing review indicates that while Mount Wellington did not have the earliest scenic tracks, the greatest number of tracks in one area, or the most heavily used tracks (all these ‘firsts’ being held by the Blue

Mountains), it does appear to have the longest history of public natural area recreation in Australia, as well as some of the earliest purpose built recreational walking tracks in Australia. In the Tasmanian context it however appears to be unique, with no other comparably aged set of walking tracks, and no other historical network of walking tracks, including in private and public gardens.

In an Australian context, both the Blue Mountains and Mount Wellington stand out for their history of recreational track building, and for the extent of recreational walking track that was built and the integrity of this heritage. Although the periods of track development were essentially the same, the Blue Mountains had, and retains, by far the most extensive and large scale network of walking tracks. It is also likely to have the earliest known non-urban purpose built recreational walking tracks in the 1830s tracks cut by the local publicans from their inns at Weatherboard and Blackheath to the nearby scenic outlooks (Wentworth Falls and Govetts Leap, respectively). Mount Wellington however appears to have the earliest public, purpose built recreational walking track in Australia in the 1845 Wellington Falls Track. Both the Blue Mountains and Mount Wellington have a significant number of Depression employment labour generated tracks or track repairs.

Both areas are also considered outstanding examples of track networks developed for combined recreational walking and scenic tourism. In the case of the Blue Mountains, which can be considered to represent the apex of natural area recreational track system design in Australia, the tracks are largely designed, multiple networks. In the case of Mount Wellington the tracks form a single organically evolved, partly designed network. Mount Wellington was in its early development phase very much an organically evolved system, but although not develop to an explicit design, the extensive Depression period works were aimed at extending and linking tracks and augmenting access to scenic features, and can be considered to have created a deliberative track network. Although there are other non-urban places in Australia with sets of historical recreational walking tracks, they do not have enough tracks to be really considered networks (eg, Mount Buffalo), or they do not occur in well preserved natural environments with outstanding natural scenic attractions (eg, Belair National Park).

Design styles that respond to the local environment are also evident in the individual tracks of the Blue Mountains and Mount Wellington. This is outstanding in the Blue Mountains on the steep tracks and passes on and adjacent to the sandstone cliffs, and is notable but less extreme on the tracks on Mount Wellington Tracks, particularly the Depression period tracks and those that cross the boulder screes.

Walking Track Development Elsewhere

The review of historical track development in New Zealand, Canada and the USA indicates that historical track development for recreational and scenic tourism purposes was broadly comparable with the development of these types of tracks in Australia.

The limited review indicates that in these other countries, while there may have been a number of scenic places where one or two tracks of this type developed, the substantial development of this type of interest, and hence tracks, was, as in the case of Australia, the arguably more spectacular scenic locations. In the USA and Canada the focus was clearly the Rocky Mountains, and in New Zealand the focus appears to have been the Southern Alps and the Ruhapaehu – Tongariro area.

These areas were remote from the population centres and did not develop until there was access to them or through them. As in Australia, the early access was by road and rail, and in the western Rocky Mountains in Canada and the USA the late nineteenth century transcontinental railways, for example the Canadian Pacific Railway (1885) and the Great Northern Railway (1893), were instrumental in developing these remote areas. In the USA and Canada, the railways appear to have played a much greater role in developing scenic tourism and in establishing the foci of the slightly later outdoor recreational use than in Australia and in New Zealand, with the railway companies established rail head hotels, track and remote accommodation, as well as running the accommodation and tours.

The timing of the construction of these transcontinental railways (ie, 1880s-1890s) meant that, at least in Canada and the USA, the significant establishment of scenic tourism and related infrastructure in these areas was some 20-30 years behind the development of scenic tourism infrastructure in Australia. This also applies

to areas that had only road access, such as Bryce and Zion National Parks and Yellowstone National Park in the USA, in the south Rocky Mountains and western side of the Rocky Mountains, respectively. Yosemite National Park appears to have developed a lot earlier (c.1850s), presumably as it was more easily accessible (from the west coast), hence accessed earlier.

In these areas the development of recreational and tourist use appears to have generally followed the creation of the areas as scenic or conservation reserves, with tracks and 'gateway' infrastructure being built usually within a year to 10 years after reservation. The influence of the access, in particular railways, is not incidental, but appears to have been in some cases, for example in the Banff area in Canada, a key stimulus for reservation. In some places, there was earlier recreational infrastructure, and Yosemite Valley in California is an example with a horse and walking track being established in 1856, but the first reservation not being until 1864, and the area not being declared a national park until 1906. This 1856 date is the oldest date identified by the present study for a public use, natural area recreational track in the USA and Canada. The only other nineteenth century recreational tracks identified in the USA and Canada by the present study are an 1889 track in Glacier National Park and a c.1890s track in the Grand Canyon National Park.

Because of the extensive, undeveloped and alpine nature of most of the Rocky Mountains where the scenic tourism was established, these areas soon became popular for outdoor recreation. Unlike Australia these areas appear to have been used for a variety of outdoor recreation activities, including mountaineering, skiing and fishing, as well as walking. In the USA and Canada, at least in the Rocky Mountains, the tracks were also used for, and in a number of cases also designed for, horse or mule riding. In the early – mid-1900s when car ownership was limited, more people were familiar with horse riding, and it was seen as a relatively easy way for tourists to travel long distances or on difficult routes to access the scenic attractions in the remoter areas. More camping equipment and supplies could also be carried with horses or mules. Horseback access appears to have been a popular form of remote, natural area travel in the USA and Canada from the late 1800s to at least the end of the c.1920s. Many of the historical images of recreational and scenic tracks in the USA show people on horseback.

The main phase of historical recreational track development and use in Canada and the USA appears to have been from c.1910 to c.1940. As in Australia, in the early part of this period, the focus was mainly on walking associated with scenic tourism, with a growing interest in outdoor, remote area recreation, and with a huge groundswell of recreational walking in the 1930s. In the more remote areas, for example in much of the Canadian Rockies, this appears to have been more oriented at weekend walks, but elsewhere it appears that the walking was primarily day walking, although trips were undertaken on weekends.

The start of track building is much later than in Australia, where the main period of track construction was from the 1870s, but in both regions the decline in recreational walking and tourism is about the same time, and in both cases strongly influenced by the start of World War II, and by the increased use of the private motor car post-World War II and consequent changes to family and tourist recreational patterns.

During this historical main recreational track development period track development in the USA and Canada, particularly in the scenic tourism areas, was prolific. The review undertaken by the present study suggests that there were tracks of all varieties constructed in this period, from single tracks and simple loop tracks such as the Fern Lake Trail in the Rocky Mountain National Park in the USA, to day use complexes from road heads such as those in the Banff area in Canada and Bryce Canyon National Park in the USA, to multi-loop complexes such as in Glacier National Park in the USA. While many of the historical scenic tourism tracks were relatively short (c.1km to 8km) and constructed as relatively simple complexes, by far the most extensive historical network of tracks identified is in Glacier National Park, where from c.1889 (but mainly 1911) to c.1945 a track system comprising 260 km of track in three distinct loops was established. This compares with the Blue Mountains where well in excess of 120 km of public track was built from c.1870 to 1940[19], and the track network comprises several discrete loop complexes. In contrast, on Mount Wellington, the total length of

[19] *Approximately 120 km of walking track was built in the two key phases of development (ie, c.1870 – 1908, & 1930 – 1940), but the present study has not been able to assess how much track was built in the intervening period (ie, c.1908 – 1930).*

historical walking tracks, established between c.1830 and 1932, was approximately 80 km, and can only be considered to be one complex, although with multiple entry points.

As in the Blue Mountains and on Mount Wellington in Australia, considerable track upgrade and construction, and other recreational infrastructure development, occurred during the Depression in the United States and Canada using government employment relief work programs. Little information could be found on how these work programs operated in Canada, but in the United States such employment programs were a significant part of Roosevelt's New Deal and involved civil construction programs and land rehabilitation programs across the USA.

In the USA, the program which undertook the work in the reserves, as well as the reafforestation in State forest, was the Civilian Conservation Corps (CCC) program, which specifically employed young (18-25 years)[20] single men, who primarily worked in the more remote areas and were housed in camps. The CCC worked in rural areas generally, but also in local, state and national parks. The CCC achieved an extraordinary amount of development and conservation work. It has been estimated that the CCC's reafforestation program alone, public and private, accomplished in nine years more than half the reafforestation in the US's history. Over its nine year life over 3 million young American men participated, with work being undertaken in 800 conservation parks across the USA, including the building of service and public infrastructure, and nearly three billion trees were planted. The work carried out in the parks and reserves included building roads, recreational tracks, nature centres, camp grounds, lodges, picnic shelters, swimming pools fireplaces and toilet facilities.

A difference between Australia and North America in relation to the Depression period works is in the times the works were undertaken. In Australia, in the Blue Mountains and on Mount Wellington the Depression employment projects started in 1928, and in the Blue Mountains continued to c.1939, but on Mount Wellington had ceased by the beginning of 1932. In the USA, and it would appear also in Canada, the Depression employment schemes did not start until 1933, but operated until 1940-42. In Australia the programmes were less formalised, and generally employed local unemployed men, hence did not necessitate 'work camps'. It is of interest to note that in c.1930, three years before the CCC was established in the USA, there was a proposal to establish a camp for young, unmarried, unemployed men on Mount Wellington to undertake timber harvesting and other works, although the proposal was never put into action as the scheme was thought ludicrous by a number of Hobartians (refer Section 1.2).

Historic tracks have generally similar construction styles and appearances as there are standard engineering requirements to be met, and the scale and scope of the tracks is largely limited by the fact that they were built by hand and it was most efficient to use local materials. As such tracks tend to avoid steep grades, and in mountain areas are largely benched sidling tracks, with zig zags in very steep areas, and in more gently sloping areas may have low cuttings and relatively low causeway sections across hollows or lower boggy areas, and culverts or small bridges are used to cross drainage lines. Where benching is extensive or on very steep slopes, dry (unmortared) rock walling was often used to stabilise the fill, and in some cases log retaining walls were used.

A review of the historic recreational tracks in Australia and the USA indicates that the main differences in construction appear to be due to the particular landscapes and terrain the tracks were built in, and not to regional stylistic differences. Many of the more well known scenic tracks in the USA are noted for the significant work that went into building them, in particular the zig zags, bedrock cutting for steps and to create space for the tracks (half tunnelling), and the dry stone walled embankments. Tracks with these features were usually those built in very steep, dry rocky areas. These tracks have many similarities with the tracks in the Blue Mountains. The steep direct upslope tracks on Mount Wellington and the construction across boulder fields on Mount Wellington appear to be quite rare recreational track features.[21]

The arrangement of the tracks however appears to be much more variable. A feature of many of the track systems in North America, at least in the USA, was that they are designed systems, with loop tracks or sets of

[20] *Later this program also included war veterans.*
[21] *The steep upslope tracks may be a reflection of the early nature of the tracks, and/or the fact that they evolved from routes.*

tracks forming loops, or with other designed interconnection. The general design of track systems appears to have been influenced by three key factors - the landscape, the location of the scenic attractions in relation to road and railheads, and providing a varied experience (in particular by not having return tracks, and by providing loop walks).

The design and construction of the track systems was rarely achieved in a single period, and in the USA, considerable additional system design occurred in the 1930s in most places. This additional work although undertaken by largely inexperienced workers, was strongly directed and prescribed by the National Park Service, which was established in 1916, and by the late 1920s-early 1930s had established design principles for tracks (as well as other infrastructure) that applied across the USA, disseminated by means of manuals and pattern books. The result was that the design and style of tracks, and track features such as bridges, built at this time was remarkably uniform in national parks across the USA. The same appears to have occurred in Canada, at least in relation to infrastructure other than tracks. This is explicitly recognised in heritage listings, where demonstrating the key characteristics of the National Park Service design principles is a component of the significance of some tracks and track networks in USA historical track listings.

Although state or regional design principles and manuals were not a feature of the Australian development until recently, there are strong design principles and designs reflected in the Blue Mountain networks (essentially established by the mid-late 1800s private estate track network designs, but strongly influenced later by the aesthetics of the individual reserve management trust staff and board members). As noted above, the Blue Mountains represents the apex of natural area recreational track system design in Australia, with few other places having any clear design at all. Mount Wellington was in its early development phase very much an organically evolved system, but some deliberate design occurred in relation to the Depression period works. While there were no identified explicit design guidelines for the Australian Depression track work, as in the USA the Depression period tracks are recognisable through their construction styles, presumably established by HCC staff such as Cecil Johnston and those Reserve Committee members with a particular interest, for example Louis Shoobridge.

The historical tracks in the USA and Canada, as well as in Australia, are all clearly stylistically influenced by the Arts and Crafts Tradition of the late 1800s to c.1930s.[22] Principle design elements are the use of natural materials and simple or rustic construction styles. As noted by Albert Good, the US National Park Service architect in the 1930s, the park style of the 1930s which was strongly influenced by the Arts & Crafts Tradition "is a style which, through the use of native materials in proper scale, and through the avoidance of severely straight lines and oversophistication, gives the feeling of having been executed by pioneer craftsmen with limited hand tools. It thus achieves sympathy with natural surroundings and with the past" (Brechin 2008, 3). This was very much the same view in Canada and also the approach taken in Australia in relation to the development of walking tracks in the historical period. The style as applied to reserve infrastructure has universally generally been termed 'rustic'.

The above indicates that the recreational infrastructure on Mount Wellington (and at the Blue Mountains, and to a lesser extent at Mount Buffalo) exemplifies the global evolution of scenic tourism development in scenic natural areas, which was focussed on mountains. Mount Wellington has public use tracks that were primarily purpose built and constructed for walkers; it is a system of tracks that evolved into a designed network, the layout of which reflects the purpose of providing access to the scenic attractions on the Mountain from key entry points at historic road heads; the tracks have been built from c.1906 to specific design principles and are rustic in nature, relying on local materials in their construction. The walking track network on Mount Wellington, although clearly influenced by overseas tourism trends and aesthetic movements such as the Romantic philosophies and the Arts & Crafts Tradition, did not copy, but developed independently in response to its own needs and aspirations for scenic tourism and recreation, its landscape and its geographic context. In some cases it appears to have lead, with one of the oldest purpose built walking tracks that have been

[22] *The Arts and Crafts Tradition started in England in the mid-late 1800s, and was exported overseas, principally to Europe, North America and Australia and New Zealand by the 1890s. It was prominent until the 1910s but continued to have a strong influence up to the 1930s*.

identified, and with the comparatively early use of Depression period employment relief labour to further develop the historic track system.

Recreational Tracks as Heritage Places

World-wide, recreational tracks generally appear to be poorly appreciated as historic heritage. There appear to be few historic recreational track heritage studies and very few historic tracks are listed as heritage places. This is thought to be the result of the same factors that have made recreational tracks and their historical development and use largely invisible (see above).

In Tasmania, Australia, and seemingly in New Zealand, Canada and the USA, there are very few reports that look at the history and heritage of purpose built recreational tracks or track complexes. The more common heritage studies identified were for tracks that are now used as walking tracks, but which were constructed for other purposes (eg, railways, mining or timber getting), and which are of historic significance in their own right in relation to their original function. This was particularly the case in New Zealand where the Department of Conservation (DOC) has been systematically documenting and providing management advice for significant historic tracks through their 'Baseline Reports'. No Baseline Reports for purpose built recreational tracks were identified.

In Australia, the only systematic study that could be identified that looks at the history and heritage of historic recreational tracks is *Tracks into History* (Smith et al 2006), the Conservation Management Plan for the historic walking tracks in the Blue Mountains National Park in NSW, which area considered to be of state level significance and some national level significance.

The only other studies identified that specifically discuss recreational tracks as heritage sites or structures are Tasmanian, and are[23] –

- David Bannear's (1991) study of historic structures in the Cradle Mountain – Lake St Clair National Park in which the 1935 Overland Track is included as one of the heritage structures; and
- the various Wellington Park heritage assessments which include a number of historic recreational tracks as heritage sites, but which provide only preliminary assessments (eg, McConnell & Maitri's (2006) Junction Cabin area heritage assessment, McConnell's (2007) Springs heritage assessment, McConnell's (2009) Myrtle Forest heritage assessment, and McConnell & Handsjuk's (2007) Summit area heritage assessment).

The only other Australian studies that have been identified that look at tracks as heritage are two thematic studies. Both are very general and do not specifically address historic purpose built recreational tracks. One of these is a study of historic tracks of all types in Australian forests by Ramsay & Truscott (2002). The other is an historical and heritage place type review of recreation in Victoria by Doyle (1999).

The Ramsay & Truscott (2002) study of historic tracks in Australian forests considers a range of track types from routes and pathways to bridle tracks, bullock tracks, roads and highways, but it does not identify any historic purpose built recreational tracks. Interestingly, they do include the Overland Track in Tasmania, but as an example of an associative cultural landscape, rather than a heritage track. [24]

Doyle's (1999) study looks at all forms of outdoor recreation in Victoria, from tourism to sports. The study is a broad based, apparently comprehensive review that is mainly concerned with recreation on public land of all types. It provides a history of the development of recreation in the state, and also identifies the main categories of recreational place, the history of this category of place, and lists distinctive examples of each.

[23] *Peter Brown (2011) has also written a thesis on the history of the late 1890s Mole Creek Track in northern Tasmania which looks at the preservation, significance and management of the track, but although used in part for recreation today, this track was designed as railway line and constructed as a pack track, hence does not qualify as an historic recreational track.*

[24] *As the Overland Track was purpose built, it is the view of the present study that, although it might have associative cultural landscape values, it would be more appropriately categorised as a 'designed track'.*

While sports grounds, bathing locations, lookouts, picnic shelters, various forms of accommodation and even snow pole lines are listed, recreational tracks are not included as a category of recreational track and no tracks are listed as distinctive examples of recreational heritage (the Yarra Track and the One Thousand Steps track are however mentioned in the historical reviews). No explanation is given as to why tracks were not included, and it seems difficult to understand why, even given the general invisibility of historic walking tracks, they have been completely ignored in a study such as this.

Historic recreational tracks are only a little more evident as heritage in statutory heritage register listings[25]. Where this is the case, the register listings, or at least the place datasheets or records, are usually a good source of information about the individual tracks or track complexes that are listed. This is particularly the case in the United States where several recreational track listings were identified on the National Register of Historic Places, each with detailed place reports available.

The overall number of heritage listed historic recreational tracks in Australia, New Zealand, Canada and the USA is very small, with only nine listings being identified in total. None were identified in New Zealand or Canada, three track listings were identified in Australia and six in the USA (refer Table 6). Although the number of listings is small, it is clear that a range of types of historic recreational tracks are recognised as being significant heritage places, with individual tracks and tracks complexes, short and long tracks, and recreational, scenic and commemorative tracks being listed, as well as tracks of a variety of ages from the 1870s through to 1950. There are three track complexes or networks listed – the Blue Mountains tracks, the Bryce Canyon tracks and the Glacier National Park tracks. These complexes range from only a few short-medium tracks as in the case of the Bryce Canyon, to some 260 km of tracks in the case of Glacier National Park.

A review of the place records for these listed sites indicates that the tracks or track complexes are in all cases (except the Overland Track and One Thousand Steps) listed for their historical significance and methods and style of construction. In most cases, although this is not explicit in all listings, the listed tracks are well preserved and have integrity as historic and evolved (ie, continued use) tracks (ie, the routes and distinctive elements of the historical fabric are preserved although there has been ongoing modification to retain the tracks as active tracks). The importance of the ongoing use and hence social value is acknowledged in the Overland Track and Blue Mountains Tracks listings. The listings apply at a range of levels, including local, state and national, although it is primarily the track complexes, not individual tracks, which appear to be regarded as having national level listing.

The historical significance of the listed tracks is quite varied and ranges from recreational importance and the development of scenic tourism, to development of the management agency (and infrastructure), to commemorative value (and the historical associations). Although not specifically listed as historical significance, a number of the tracks have Depression employment relief work associations and this appears to be part of their historical significance.

In relation to the track construction, a key aspect of the significance in all cases where this is a value is the rustic style of the tracks, with the emphasis on the use of natural materials (timber and stone) and the naturalistic use of these materials (eg, lack of cement/mortar in stone walling, rough-hewn or naturally broken stone, rough timbers, plain designs). This is seen as creating aesthetic and landscape or setting values as the tracks are seen to be highly sympathetic to their settings. This is important in most of these cases as the tracks have been built for scenic tourism and are in natural areas prized for their scenic beauty.

The nature of the workmanship is also part of the significance of the tracks in some cases. This is particularly the case for the southwestern USA track listings and the Blue Mountains Tracks listing where the work has been carried out in unusual or extreme environments (in these cases very steep and rocky environments) and have required specialised designs such as cutting into bedrock, extensive rock embankments and specialised route design. Angels Landing Trail is a particular example of this, with the place record noting in the statement of significance that "The construction of this trail which ascends the spine of a steep-sided sandstone cliff was

[25] *All heritage register review results and listings cited in this discussion were obtained from on-line searches, and some relevant sites may have been missed*.

Table 6 Heritage Listed Historic Recreational Tracks.

(Australia General – Register of the National Estate; Australian states – respective State Heritage Registers; NZ – Historic Places Trust Register; Canada – Canadian Register of Historic Places; USA – National Register of Historic Places).

Country	State	Track Name	Period	Type	Significance
Australia	General (Tas) [1]	Overland Track	1935/7	long distance walking track	national - historical, social, well preserved
	Tasmania	-			
	Victoria	One Thousand Steps	by 1880s, 1950	short walking track with steps (scenic, modified in 1950)	commemorative (WWII – Kokoda Trail)
	NSW [2]	Blue Mountains Walking Tracks	1870s-1960s	complex of walking tracks	national & state[3] - a designed landscape complex, high level of preservation, historical, social, aesthetic
	ACT	-			
	Qld [4]	-			
	NT [5]	-			
	WA	-			
	SA [6]	-			
New Zealand [7]		-			
Canada		-			
USA [8]	Montana	Glacier NP Tourist Trails	1889-1945	complex (scenic & recreational) (with huts)	state - historical (development of scenic tourism), landscape architecture (rustic)
	Colorado	Fern Lake Trail	1906	loop track, recreational (with huts)	local - historical (recreation, government), landscape architecture,
	Utah	Bryce Canyon NP Scenic Trails	1917-1944	complex (scenic)	local - historical (development of NPS), designed landscape
		West Rim Trail	1925/6	single track (scenic)	(level nd) - historical (inc. Depression works & extreme construction), architectural (NPS rustic), integrity
		Angel Landing Trail	1933	single track (scenic)	(level nd) - historical (inc. Depression works & extreme construction), architectural (NPS rustic), integrity
		Canyon Overlook Trail	1933	single track (scenic)	(level nd) - historical (inc. Depression works), architectural (NPS rustic), integrity

Notes:

1. The other historic tracks on the RNE in Tasmania and entered as places in their own right are the Balfour Track, the Kelly Basin Track, the Linda Track and the Innes Track (Mole Creek Track), all of which are mining related tracks. The Innes/Mole Creek Track however is used in part as a walking track today.

2. The only other track on the NSW Heritage Register is the Cox River Arms area Track, which is an 1870 transport related track which is listed for its historical significance and intactness.

3. The Blue Mountains Tracks complex as a whole is of significance at the National and State level. In addition, 5 individual tracks in the Blue Mountains Tracks complex, and dating to between 1858/9 and 1920 are listed at the local government level.

4. The Queensland Heritage Register lists two tracks, both of which were built as tramways.

5. the Northern Territory Heritage Register includes one listing for a track – the Murranji Track, which was a stock route established in 1885.

6. There are no tracks listed on the South Australian Heritage Register at the State level, but there is one former bullock track listed at the local level.

7. The New Zealand Historic Places Trust Register contains some 5,500 listed places. Although no historical recreational tracks are listed, it includes 1 bridle path (Lyttelton Bridle Path, 1850) which is now a recreational track, and 2 historic road and wagon tracks and 1 historic railway route.

8. The US National Register of Historic Places has c.125 'trail' listings, which include a variety of tracks, but primarily pioneer routes, and railways and mining routes. Only c.20 of these appear to be historic tracks which are currently used as recreational trails, including the 6 tracks included in the table which were the only identified purpose built recreational tracks.

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unique and daring, as the work chiseling the initial footholds was hazardous. Angels Landing is one of the most dramatic trails ever built by the Park Service".

In the USA, the style of tracks, at least from the 1920s, appears to have been largely prescribed by agency 'design principles'. Where this has been the case, this has reinforced the rustic nature of the tracks and contributed to both the historic significance and the architectural significance, or the ability of the place to demonstrate the characteristics of its period and/or style of development. The actual design of the track complexes is also a recognised aspect of significance, which again contributes to the historic and architectural significance of the listed complex or 'district', as well as to the landscape (setting) values. The design of the systems or complexes is described above, but complexes recognised as having significance through their listing include both evolved (with partial design) and highly designed (although not all built, nor necessarily designed at the same time) complexes. The Bryce Canyon Scenic Trails listing is an example of the evolved type of complex and the Blue Mountains Tracks and Glacier National Park Tourist Trails complexes are example of the highly designed complexes.

Ramsay & Truscott (2002) also discuss the significance of historic tracks and note that tracks can potentially have a range of cultural heritage values, including historic, scientific, social and aesthetic value. They also note that many of these originally non-recreational tracks can have social value today as recreational tracks. In relation to aesthetic values, they see tracks as mainly deriving aesthetic value from their forested context. They also comment that while the community ascribed aesthetic value to many recreational tracks in parks and reserves in the research on which the study was based, at the time the researchers found little in the way of documented material which demonstrated an aesthetic appreciation of the tracks.

Ramsay & Truscott (2002) do not consider track networks, but they do discuss tracks as cultural landscapes, the only identified study to do so in relation to recreational tracks, and argue that such tracks (and tracks generally) are in fact cultural landscapes. They use the tripartite cultural landscape classification of the World Heritage Operational Guidelines (designed, evolved, associative) and provide examples of each (but note that individual tracks may fit into more than one of these types). It is difficult from their paper to understand how they use the associative type cultural landscape as there is no discussion of this type and their selected examples include a range of types of tracks, including the Overland Track which is a recreational track. It might be argued from this, that while tracks and their setting can be considered as linear cultural landscapes as

Ramsay & Truscott (2002) do, this tripartite cultural landscape classification may not be the most appropriate classification scheme to use for tracks.

2.3 A Comparative Analysis of the Huts

As noted above, historic recreational huts and tracks appear to be a relatively unstudied feature. No studies have been identified for historical purpose built private recreational huts in natural areas in Australia that date to before c.1940 (ie, the main historic hut type on Mount Wellington). In Australia the existing identified studies of this historical period focus more on the larger scale tourist accommodation (eg, hotels and guest houses) provided at scenic localities in natural areas, otherwise the studies date to somewhat later, generally post-1940.

The following review of recreational hut development is summarised from the more detailed and referenced treatment in the Appendix.

An Overview of Historic Recreational Hut & Other Accommodation Development

Historical Recreational Hut & Other Accommodation Development in Tasmania

There is very little information about the construction or use of recreational huts (ie, small dwellings for temporary overnight accommodation in natural areas) in Tasmania, and their development appears to have been limited until the early-mid 1900s when private car ownership became relatively common and people began to build small private dwellings, generally termed 'shacks', in the mountains or at the beach. According to Mosley 91963) shack development started between World War I and World War II, dropped off during World War II, but then started again and peaked in the 1950s, at which time there were over 3,800 occupied shacks in Tasmania.

Prior to this it appears that accommodation in natural areas was primarily provided by means of commercial hotels and guest houses at road heads, and this was mainly government built accommodation. By c.1920, the government had established hotels or guest houses at Lake St Clair, Great Lake, Interlaken, Lake Leake, Miena and the Hartz Mountains. Although titled 'guest houses' a number of these accommodation places were little more than small timber huts, generally of only a few rooms, as at Miena. In the late 1910s-1920s a set of huts was also established by the government (the Hobart City Council in cooperation with the state government) at Mount Field at Lake Fenton. This was a departure from the previous guest houses style accommodation that had been provided by the government, although in reality the buildings were similar to the 'guest houses' that were established at Lake St Clair and Miena.

Other than Woods' c.1860s hut and the 1907 Springs Hotel, Waldheim Chalet at Cradle Mountain, built in 1912, was the only natural area commercial accommodation at a road head that was privately built and run by this time. These accommodation places primarily catered for scenic tourism, but also accommodated purely recreational walkers as well. Some accommodation, also mainly in the form of guesthouses and hotels, was also provided in towns near scenic areas from the 1880s to c.1920, for example at Chudleigh, National Park, Collinsvale and of course Hobart.

Later (in the 1930s), following the loss of the government accommodation at Lake St Clair, a privately run tent camp was set up by Albert Fergusson to accommodate scenic and recreational tourists to Tasmania (and also accommodated Tasmanians). This camp, which appears to have been modelled on scenic tourism tent camps in the early 1900s in the USA, operated until 1947 and was the only known permanent camp of its type in Tasmania, and appears to have been the only long lived such camp in Australia. The commercial accommodation in place by the late 1920s however struggled to survive the Depression. And although the Springs Hotel struggled on until 1967, all the other accommodation closed by the start of World War II.

The government huts at Lake Fenton were replaced in 1940 because of the damming of Lake Fenton. The replacement huts were a set of small rustic vertical board huts at Lake Dobson, also run by the government.

The government provided huts in Mount Field National Park appear to have set a precedent for public overnight huts in National Parks, as in the 1950s and 1960s similar sets of rustic huts were built at Cradle Mountain and at Cynthia Bay at Lake St Clair, respectively, again all at road heads.

Away from the road heads there was very little in the way of walker accommodation or refuges. Apart from Mount Wellington which appears to have had an unusual, early (from the mid-1800s) and relatively rich development of refuges and recreational huts and shelters, no other such purpose built huts are known of until the construction of Du Cane Hut in 1910 on what was to become the Overland Track. Du Cane hut was built by Paddy Hartnett for the use of guided tourist parties and was a small rustic hut built of local King Billy pine.

The 1910s was really the start of overnight recreational walking in Tasmania, and the walking was initially done by tourists in guided parties led by locals or undertaken by locals and visitors as independent walks. These overnight walks mainly relied on tents for accommodation, but are understood to have also used existing abandoned or occasionally used huts built by stockmen, hunters, miners, prospectors or timber getters where they occurred. These huts were generally small, vernacular style huts made of local materials. Mostly the huts of this period were of split timber palings, but there were some huts of log cabin construction (eg, the Lea River Hut and Dixons Kingdom Hut). This type of use and accommodation appears to have been largely restricted to the Central Plateau and Central Highlands in the early 1900s, but in the 1930s the popularity of independent walking increased, and from the l930s overnight tent based walking with the opportunistic use of existing huts spread in Tasmania, mainly to the west and south west.

The 1920s also saw the beginning of an interest in skiing in the alpine area of Tasmania, and this interest generated the development of small overnight huts in the ski areas in the 1920s and 1930s. This later evolved into the development of ski lodges and of complexes of lodges at Ben Lomond and Mount Field, both conservation reserves, which became the main focus of skiing in Tasmania due primarily to their more reliable snow. The earlier (1920s & 1930s) ski huts were usually built by small groups of people, often clubs, with an interest in skiing, and a small number of huts such as this are known to have been built at Cradle Mountain, Ben Lomond, Mount Field and on the Wellington Range between Mount Wellington – Mount Arthur and Collins Bonnet.

Two phases of development of these huts of this period is recognised – initially the huts were small huts built in timber and located in protected areas at about the snow line, but later the huts tended to be located in the more reliable areas of snow and to be larger and built using more imported materials, for example sawn timber and corrugated iron. On Mount Wellington, which has only the later phase huts, stone was also used.

A small number of other recreation group or private huts were also built for recreation other than skiing in these natural areas in the 1920s and 1930s. These are mainly known from Cradle Mountain and Mount Wellington, and are also small or medium sized rustic, generally timber buildings.

Mount Wellington does not appear to fit into this broader Tasmanian history of the development of natural area scenic tourism and recreational accommodation at any level, except in relation to the development of private natural area recreational huts, including the high altitude ski huts, in the 1920s and 1930s. Instead it seems to have a different evolution that would seem to have been largely determined by its proximity to Hobart and the particular landscape of Mount Wellington and its resultant scenic attractions.

Mount Wellington has the earliest known natural area recreational huts in the form of the two 1840s huts built by the government at the request of Lady Jane Franklin, one of which was at the summit and the other understood to have been at the Springs. These huts were designed to provide shelter to recreationalists in bad weather, and as such can be considered to be mountain ‘refuges’. These two huts are the only recreational ‘refuges’ known to have been built in Tasmania in the historical period.

The next recreational accommodation to be built on Mount Wellington was a small split timber hut at the Springs. This was built in the 1860s by the resident caretaker, Mr Woods, who had built his own timber hut dwelling there in 1859, and it provided overnight accommodation for walkers. The only other commercial accommodation to be built on Mount Wellington outside Hobart was also at the Springs. This was the Springs

Hotel,[26] which was built in 1907, and which was a two story Federation style timber building designed to cater primarily for tourists, and which was run privately until it burnt down in the 1967 bushfires. These two commercial accommodation places, the only two in the Park can both be considered at road, or bridle track, head accommodation such as provided Cynthia Bay, Lake St Clair, in Cradle Valley at Cradle Mountain and at Mount Field. Given that the accommodation at the Springs was commercial it could be considered most like Cradle Valley with Waldheim.

The development of the accommodation at the Springs (from the 1860s) is however considerably earlier than the other areas (Waldheim - 1912, Cynthia Bay – c.1890; Mt Field Government Huts - 1940). The Springs is also different in that it also had a range of facilities for day use activity (eg, a kiosk and dining room at the hotel, lookouts, picnic shelters and gardens) which does not appear to have been the case historically at the other foci, although here are known to have been at least one boat shed at Cradle Valley (at Lake Dove) and at Lake Fenton at Mount Field. These differences are presumably primarily a reflection of the earlier ease of access to Mount Wellington, and the greater number of visitors, given its proximity to Hobart.

The above suggests that the closeness to Hobart, although encouraging the provision of day use facilities, has tended to limit commercial accommodation on the Mountain and on its suburban fringes, with the bulk of the scenic tourism accommodation being provided by hotels in the Hobart city area. Where commercial accommodation has occurred on Mount Wellington (ie, at the Springs), it has been in an accessible and protected location close to scenic features and walking tracks and with its own scenic outlook.

While there has been limited commercial accommodation developed on Mount Wellington and no huts were established for guiding, there was a significant amount of private hut building on the eastern face of Mount Wellington. More than 18 huts are known to have been built in this area between 1880 and 1920, and all were similar in that they were small, day and weekend use huts built by small groups of Hobart men.[27] The huts of this period were all located in secluded locations in or near creeks and/or fern gullies, and they were all built in timber in a rustic style, initially as relatively plain, gable roofed huts, with later small front verandahs. By the late 1890s however the huts were being built much larger or were extended, and had verandahs on at least two sides and had become quite ornate with bush pole verandah and path balustrading and open pavilions. These later period huts clearly were strongly influenced by the Arts & Crafts Tradition. The huts became well known and a visitor destination in their own right, and postcards of a number of the huts were produced.

The recreational huts of this period and style are not known from anywhere else in Tasmania (or Australia), and appear to be particular to Mount Wellington. They also pre-date the other known private recreational huts in the State, which only started to be built from the early 1920s and which tended to be much plainer, or more functional in style. Although 1880 to 1920 appears to be the peak of private hut building on Mount Wellington, there were a small number of private huts built after 1920 (to c.1940). Like the huts of the same period elsewhere, these huts on Mount Wellington, which also included ski huts, tended to be plainer and to include more stone in their construction, and one at least was partly clad with flattened tin. Interestingly, most of these slightly later huts were located at higher levels on the mountain than the earlier huts.

The relative location of the huts on Mount Wellington is also of interest as it possibly provides a clue as to why the suite of 1880 to 1920 rustic weekender huts were built here, while this level of private recreational hut building does not occur elsewhere in Tasmania or Australia, nor possibly elsewhere. A review of the location of the rustic huts of the 1880-1920 period on the eastern face of the Mountain shows that almost all the huts, when built, were located on the land owned by the Cascade Brewery (ie, on private land). The view of the present study is that these rustic huts occurred because the lower eastern slope of Mount Wellington was private land where the owner turned a blind eye to the private hut building, and because the location was close enough to Hobart to be visited on a regular basis, for example each weekend, which made the building possible, and worthwhile. Elsewhere the land was too remote, and/or private landowners and the government agencies were unlikely to countenance the widespread building of private, non-commercial recreational huts on their land.

[26] *The Fern Tree Hotel might also be considered to be a reserve edge example of tourist and recreational users' accommodation, but has not been considered as it is in a suburb of Hobart and lies outside Wellington Park.*
[27] *There is evidence for other similar huts on the southern lower flanks of Mount Wellington*.

The ornateness of the huts, with their characteristic patterned bush pole balustrading, is also not found elsewhere in Tasmania (or Australia), at least not developed to the same extent, but it is unclear why this style should have manifested in Hobart on Mount Wellington, and only in Hobart. It is presumed from the apparent development over time to have evolved, almost competitively, and to have been introduced or developed by one or two of the earlier hut builders.

Mount Wellington is also unlike other parts of Tasmania, in that, with the exception of two illegal private huts that were built after the 1967 bushfires, no private or commercial recreational huts have been built there after c.1940, while c.1940 onwards is the main period of recreational hut building in many other reserves. This is considered to be due partly to the early establishment of huts on Mount Wellington and partly to the fact that there was less real need for huts or other accommodation in the reserve given the proximity of the reserve to Hobart, particularly after 1936, when the Pinnacle Road allowed easy access to the summit and much of the eastern face of the Mountain.

The only other type of recreational building that occurs in Wellington Park on the eastern face is the day use huts built as part of the Depression period employment relief work undertaken from 1928 to 1932. In all, six day use shelters were built using employment relief labour, one at the summit, two at the Springs and three along the Lenah Valley Track. These day use shelters were quite varied, but none continued the ornate, rustic, Arts & Crafts Tradition style of the earlier period. One shelter at the Springs was an extremely large open style timber framed picnic shelter (that was claimed would accommodate 'several hundred people') (refer Section 1.2), and the other shelters included two, possibly three, stone shelters, one log cabin style shelter and one other timber shelter. Apart from the picnic shelter, the huts, or 'cabins' as most were termed at the time, are all understood to have been fully enclosed. Apart from some reconstruction of some pavilion type shelters in the Cataract Gorge area at this time which was possibly by Depression employment relief labour, these six shelters on the eastern face of Mount Wellington are the only known outdoor recreational infrastructure to have been built in Tasmania. These shelters are also rare examples of public day use infrastructure in natural area reserves prior to the c.1950s.

Historical Recreational Hut & Other Accommodation Development in Australia

The development of recreational and scenic tourism accommodation on mainland Australia seems broadly comparable with that in Tasmania, except at Mount Wellington. As discussed in relation to the development of historic recreational tracks and above in relation to recreational hut development in Tasmania, the key reasons that Mount Wellington has had a different development to elsewhere, appears to be its proximity to Hobart, its general scenic attractiveness, and its relatively small area, which has meant that the use has been essentially day use with little need for overnight accommodation.

On mainland Australia, until the mid-1900s the scenic tourism and natural area recreation was supported by accommodation provided near to, usually on the edge of, the areas of scenic and recreational interest, which with a few exceptions (eg, Mount Gambier, SA), until c.1880 appears to have been largely confined to scenic locations on then urban fringes or the accessible hinterland areas of major population centres, for example the Blue Mountains out of Sydney and the Dandenongs and Yarra Ranges out of Melbourne. In most cases only a limited amount of relatively rough accommodation was available and this was usually pre-existing inns or small hotels, usually built to provide general traveller accommodation.

This was the case until the 1880s, when purpose built scenic tourism and recreation accommodation began to evolve in response to a sudden increase in demand for weekend accommodation or week holiday accommodation by those from the nearby major population centres, who could not access the areas as day trips, but could access them for weekends and longer once public transport (trains and buses) were established in the 1870s. What emerged to provide for this need were numerous guest houses and hotels in the small towns in the scenic areas. In the Blue Mountains and the Dandenongs – Yarra Ranges this type of accommodation became so prevalent that it became a feature in its own right, with rustic and chalet style guest house being featured on postcards of period (early 1900s). In the Blue Mountains these types of accommodation could not keep up with the demand, and accommodation was also provided by numerous rental cottages. These accommodation places were all privately run.

This type of accommodation peaked in the 1920s – 1930s. In the Blue Mountains in the peak there were more than 170 hotels and guesthouses (mid 1930s) and around 450 rental cottages (mid-1920s) (Smith et al 2006), and in the Yarra Ranges at the peak (1920s) there were some 50 guest houses, and Healesville was considered as 'the guest house capital of Victoria' (Tucker 1993, 3). Although the use of this type of accommodation started to decline in the Depression, at least in Victoria, the real decline came post-World War II when increased private car ownership and the ability to reach these hinterland areas as day trip, eliminated the need for overnight accommodation. There also appears, at least in Victoria, to have been a change in the focus of recreational interest to the sea, which significantly reduced the numbers of people recreating in the scenic mountain areas.

In the more remote scenic areas in Australia, including in Tasmania, the accommodation provided was limited to usually one or a handful of guest house style accommodation places. These guest houses were in fact more small lodges or chalets or large huts, and considerably more basic than their urban counterparts. Although this type of accommodation started in the early 1880s, also at about the same time as the development of the specialised accommodation places in the hinterland scenic areas, it did not expand significantly until well after 1950. Although it did not become significantly more sophisticated in Tasmania until the late-1900s, in a number of places, large European style chalets were developed in the early 1900s, for example the various 'Cave's House's at tourist caves, and the Mount Buffalo Chalet at Mount Buffalo, built in 1910.

Although in Tasmania almost all this remote area accommodation was set up by the government, it appears that on the mainland that most of the accommodation in the remote areas was established, at least initially by private commercial interests. In this sense, the Springs Hotel on Mount Wellington is more similar to the remote area scenic tourism and recreational accommodation on the mainland given that it started as small scale, basic hut accommodation in the mid-late 1800s, and then was re-invented, again by commercial interests as a two story chalet style hotel in the early 1900s.

Tent camps appear to have been very limited in the Australian context, but where they do occur they are in the more remote scenic tourism and recreational areas. They all also appear to have been private commercial operations. Apart from the 1930s-40s tent camp at Lake St Clair in Tasmania, a small and possibly not permanent tent camp is known to have been used for tourists on the Mt Buffalo plateau from the 1880s or 1890s to 1910 (when the Mount Buffalo Chalet was built), and possibly a short lived camp at Binna Burra in Queensland in the early 1900s (Harper 2007). Using tents for outdoor recreation accommodation in Australia, particularly for overnight walks however has been common throughout the history of Australia since European settlement. Harper (2007) documents one of the earliest such uses of tent accommodation in her description of the walk done by George Worgan in Port Jackson in 1788, where George and his party carried and used tents on a recreational walking trip.

Other long distance recreational walking in Australia also appears to have used existing huts built by rural workers such as stockmen, timber getters and miners and prospectors for accommodation where such huts were encountered on the walks, or were on established walking routes. This appears to have been the case throughout Australia, where natural area long-distance walking occurred.

The present study could find no information about the construction of private accommodation huts in natural areas in mainland Australia for scenic and non-specialised recreational purposes, which was or now is in public reserves.[28] Although it is likely that such huts were built, it is likely given the lack of evidence that it was not widespread or popular. In places such as the Blue Mountains and the Yarra Ranges, there was considerable private land ownership in and around the scenic and undeveloped areas, and those with the means to buy land in this area were able to build summerhouses, cottages or large residences on their own land.[29]

[28] *Except for ski huts. Skiing appears to have become popular throughout Australia in the 1920s, and small numbers ski huts were built in the mountains in NSW, Victoria and Tasmania, including on Mount Wellington, in the 1920s and 1930s (Harper 2007). Ski huts are not discussed here as, although two occur on the east face of Mount Wellington they are part of a large set on Mount Wellington, and are a specialised use type hut which are beyond the scope of this study.*

[29] *Many of the wealthy landowners in this area not only built their own houses, but they also built their own private recreational walking tracks.*

This makes the suite of 1880-1920 rustic huts on the eastern face of Mount Wellington rare, and apparently unique, in the Australian context. The Mount Wellington rustic huts are unusual as although built on private land, were not built by the owners of that land. In addition they were used by the builders and were not used for commercial accommodation; they were used for temporary scenic recreational accommodation; they were relatively small huts built mainly out local materials; and they were only accessible on foot.

The rustic huts on the eastern face of Mount Wellington also appear to be unique in relation to their ornate Arts & Crafts Tradition styles and decorations. Although the influence of the Arts & Crafts Tradition and the desire for rustic style accommodation is apparent in many of the scenic tourism and outdoor recreation accommodation places of the mid-1800s to mid-1900s, nowhere else in Australia does this highly ornate, rustic, bush pole decorated style of private hut accommodation appear to occur.

As noted above in the comparative analysis of recreational hut evolution in the Tasmanian context, it appears that the suite of rustic huts on the eastern face of Mount Wellington evolved here, but not elsewhere, because of several particular factors. The huts were clearly not built for shelter as the builders had homes a few hours walk away. The location of the huts and the style of the huts suggest that the building of the huts was a scenic recreational pastime in itself, with the huts located to take advantage of particularly scenic and isolated, but accessible, locations on the Mountain, and were designed to harmonise, and perhaps to augment, the natural scenery. In other areas of Tasmania and Australia, where such huts may have occurred, the land on which they might have been built was either in private ownership and such huts building by non-owners would not tolerated, or the land was already public reserve and such private hut building was not permitted.

The amount of hut building on Mount Wellington also makes it unusual in comparison to the scenic tourism and recreational areas which were established in, or on the edge of, many of the Australian mainland cities, usually because they were high points with scenic views (eg, Mount Lofty near Adelaide, Mount Coot-tha in Brisbane, Castle Hill in Townsville, and Kings Park in Perth), or were higher altitude bushland on the edge of the cities (eg, Royal National Park on the south edge of Sydney, John Forrest National Park on the Darling Scarp out of Perth, Belair National Park in the Adelaide Hills, and the Dandenongs on the edge of Melbourne). Being so close to the cities, no overnight accommodation appears to have been built in these areas – either commercial tourist accommodation or small private recreational huts.

Although containing some bushland, these area of public reserve are generally relatively small and have been significantly modified by clearing, or by the establishment of formal gardens and recreational facilities such as sports fields, hence are also quite unlike Mount Wellington with its large extent of natural bushland and very limited areas of formal garden or other cleared areas (limited to the Springs, Fern Tree and Lenah Valley entry points and the Upper Merton area). Most of these areas, including Mount Wellington, however are similar in the provision of public day use infrastructure, in particular picnic areas with picnic shelters, kiosks, toilets, lookouts, and short walking tracks to scenic features. In these various areas there appears to be general stylistic consistency in the infrastructure provided at any one period, with most of the infrastructure having been provided from c.1890 to the 1930s. Mount Wellington and its day use recreational infrastructure appears to fit into this general scheme of urban fringe ‘park’ development, although the size and extent of infrastructure could be considered relatively small given its level of visitation, particularly at the Pinnacle. This may reflect the more severe climate of Mount Wellington and the therefore shorter duration of stay by visitors.

There is limited detailed information available on the use of Depression period employment relief labour in the various parks and reserves in Australia, hence it is difficult to compare the level of hut and other built infrastructure on Mount Wellington with the rest of Australia. A considerable amount of public infrastructure construction, including shelters and lookouts, is known to have occurred in the Blue Mountains using Depression employment relief labour (Smith et al 2006, Harper 2007), but no specific details regarding huts and shelters are provided in Smith et al (2006). Information from G. Brechin (pers comm) however indicates that the shelter type infrastructure built by Depression employment relief labour includes artificial rockshelters. A large amount of forestry regeneration was also undertaken in the Yarra Ranges by ‘hundreds of unemployed youths’ as part of Depression employment relief in 1933(Griffiths 1992, 24), however there is no mention of any tracks or other recreational infrastructure building at this time.

Historical Recreational Hut & Other Accommodation Development Elsewhere

It has been difficult to find enough information in the scope of the present study to compare the development of recreational huts and other accommodation in Wellington Park with that of other scenic and natural areas elsewhere. As with the recreational tracks (refer Section 2.2), countries which were reviewed were New Zealand, Canada and the USA. Very little information could be located for New Zealand, but the information from Canada and the USA, provides an outline of the development of scenic tourism and recreational accommodation that can be used for a very general level comparison.

In both the USA and Canada, the accommodation for scenic tourism and recreational developed alongside the development of these activities and the establishment of scenic and conservation reserves in the more remote and mountainous areas in western Canada and the western USA from the mid-late 1800s. The main period of development of the accommodation infrastructure was from c.1900 to the early 1940s, however in the USA it is probable that scenic tourism related accommodation was built from the 1830s – 1850s with the creation of the earliest reserves, for example the first major natural area reserve for conservation and public appreciation, the Hot Springs Reservation in Arkansas in 1832 (which certainly had later accommodation and day use facilities), or the first known development of a public use recreational trail in 1856, in the area which was to become Yosemite National Park. It is also likely that some huts used for historic recreational were constructed by pioneers, hunters, miners, timber getters, pastoralists or other settlers.

The early accommodation took various forms but, as in Australia, was initially town and road head hotels and lodges (the equivalent to the Australian 'guest house'), and in the USA tent camps were also popular. In the more remote scenic areas that were more than an easy day return trip on foot or horseback, accommodation was provided away from the road heads along the access tracks and at track ends, usually in scenic locations, often by lakes. This accommodation generally took the form of small huts (termed cabins), but also included small lodges, in some cases commercially run, usually at the end of major tracks and usually near the scenic features being accessed. These more remote huts were built not just for scenic tourism, but were also constructed as recreational walker and horse rider huts and bases for mountaineering, skiing and fishing. In Canada huts were also built in the more remote areas for reserve 'wardens' (rangers) at the same period.

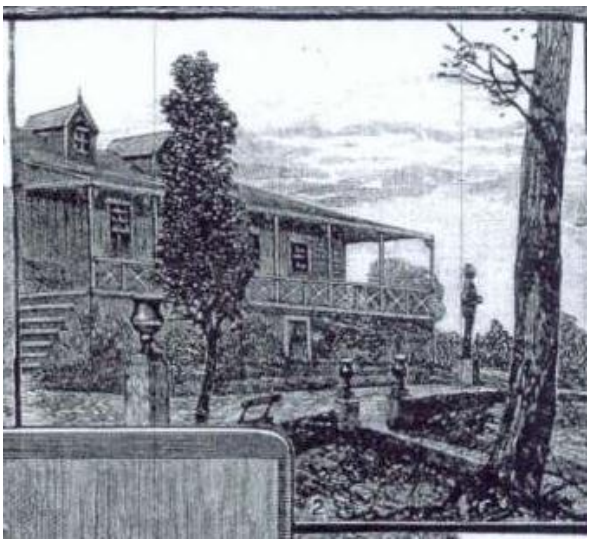
Tea houses were also a feature of many of the scenic tourism and recreational natural areas in Canada, but unlike Australia where the tea houses were located in the towns or at road and rail heads (or in the case of Mount Wellington on the rural fringes of the Mountain), in the Canadian national parks the tea houses were often in the park and only accessible on-foot or by horse or mule, often at the end of shorter scenic routes or midway along the longer routes that had accommodation at the end.

The accommodation at road and railheads, outside the reserves appears to have been entirely built and run by private commercial enterprise in the period. The major centres such as Banff, were mostly built by railway companies, in this case the Canadian Pacific Railway Company (CPR) which completed the cross Canada railway in 1885, and by 1886 has started to establish a scenic tourism industry, including hotels, in the Banff area. Within ten years the CPR had established a number of tracks and backcountry lodges, and had employed Swiss guides to run walking and mountaineering tours and to develop some of the track and hut networks. Throughout this history of development, access was by horse (or mule) as well as on foot.

It appears that in the more remote areas, the bulk of scenic tourism and recreational huts built in the historic period were also established by the large commercial interests such as the railway companies, or by smaller local or guiding company commercial interest, and also by clubs such as alpine clubs, recreational walking clubs and recreational horse riding clubs. The government management agencies however generally provided the day use facilities, including kiosks, picnic shelters, and other shelters and pavilions within the reserves at road heads. In some reserves with major scenic or recreational features such as hot springs, accommodation was often developed historically at the in-park road heads by the government, usually in the form of cabin or tent camps.

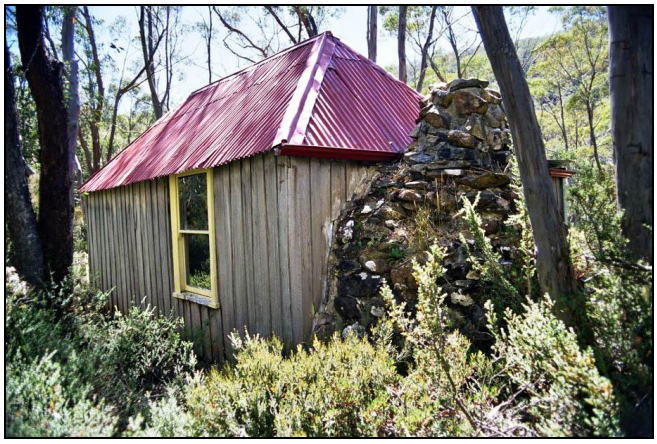
The 1930s saw a significant amount of new construction and repair of existing infrastructure in reserves in Canada and the USA. This appears to have been partly in response to the increased use of reserves in the 1920s and 1930s, but was also due in part, and particularly in the USA, to the creation of nationwide Depression

Figure 6 Historical Huts & Shelters in Australia and Overseas



Faulconbridge, Blue Mountains (H. Parkes residence)
c.1881 [Source – Horne 2005, p114]

Artificial Cave Shelter built by Depression employment relief labour, Katoomba area, Blue Mountains
[Source – G. Brechin, pers comm]



Lake Fenton Hut (1911), Mt Field National Park, Tas.
[Source – Terry 2003b, p21]

Lake Newdegate Hut (1935/6), Mt Field National Park, Tas.
[Source – Terry 2003b, p21]

Waihohonu Hut (1904), Tongariro, NZ
[Source – NZ Historic Places Trust Register]

Defiance Hut (1913), Franz Joseph Glacier, NZ
[Source – NZ Historic Places Trust Register]

Glacier Circle Alpine Hut (1922), Glacier National Park, BC, Canada
[Source – Canadian Register of Historic Places]

Abbot Pass Refuge Cabin (1922), Banff National Park, BC, Canada.
[Source – Canadian Register of Historic Places]

Wolverine Cabin (1932), Banff National Park, BC, Canada
[Source – Canadian Register of Historic Places]

Honeymoon Cabin (1932), Banff National Park, BC, Canada
[Source – Canadian Register of Historic Places]

Pyramid Lake Island Picnic Shelter (1933), Jasper National Park, BC, Canada (built by Depression employment relief labour)
[Source – Canadian Register of Historic Places]

Lookout Picnic Shelter (1935), Banff National Park, BC, Canada (built by Depression employment relief labour)
[Source – Canadian Register of Historic Places]

period employment relief programs. In Canada little information on the works undertaken in this period was found, but the available information indicates that day use facilities and public administration buildings in reserves, as well as some accommodation huts, were built in this period using employment relief labour. In the USA the Depression employment relief works were undertaken by the Civil Construction Corps (CCC) which was one of the key Depression employment relief schemes established as part of the New Deal. This scheme was a rural public works employment program for young unmarried men which ran from1933 to 1942, undertaking re-afforestation, fire prevention, conservation and infrastructure development works on land owned or managed by the Federal, state and local government throughout the USA. It is considered to have been a highly successful and influential scheme with over 3 million young American men undertaking work in 800 national, state and regional parks during the nine years of the program. The work carried out in the parks and reserves was extremely diverse and included not only the building of roads and recreational tracks, but the construction of nature centres, campgrounds, lodges, picnic shelters, swimming pools, fireplaces and toilet facilities. The CCC were housed in tent camps, and at the peak of the program in 1935, there were 500,000 men housed in 2,600 camps across the US.

There appears to have been a relatively uniform style of construction used for accommodation and other buildings in the park and reserves in Canada and the USA, and also in relation to the scenic tourism and recreational infrastructure provided in the western part of North America at road and rail heads, in some cases extending to restaurants, museums, railway stations, garages, and fire and police stations in the road and rail head centres. This appears to derive from the strong influence of both the European alpine chalet style of building for the larger commercial buildings and smaller alpine lodges and huts, and from the Arts & Crafts Tradition and its North American expression which was seen as particularly suited to natural areas. The North American expression of the Arts and Crafts Tradition retains the key design principles of simplicity and of using natural materials and natural lines.

Accommodation, particularly in Canada, predominantly used log-cabin style construction for the timber huts and smaller to medium size lodges (with stone cabins being relatively rare and apparently largely restricted to the high alpine areas). The use of log cabin style of construction for scenic tourism and recreational huts and lodges, appears to derive from the common pioneering use of this construction in North America, which became the main vernacular style of building used widely, at least in Canada, in the later back country huts built by trappers, miners and railway workers.[30] This alpine and rustic style of accommodation, particularly the rustic Arts & Crafts Tradition influenced style, that was adopted appears to have been popular at least up until c.1950 in Canada and c.1960 in the USA, and it was used on a wide range of building types including ranger huts, other accommodation huts, lodges, tea houses, picnic shelters and other pavilions, administrative buildings and, in Canada, even for sheds, stables and fire towers.

By the 1920s this style had evolved into a distinct style within the Canadian and USA reserve systems. The same style was also applied, apparently universally, in the Depression period work. The development of a specialised style and its widespread application both in Canada and the USA was due to the employment of Park Service architects who established a Service style in each country. These styles retained the rustic, Arts & Crafts Tradition and national vernacular architectural styles. In both Canada and in the USA the style is referred to as the 'Park Service architectural style' or the 'Park Service rustic style'. The style is seen as a distinct style that was seen as sympathetic to the remote, natural and wilderness setting of the early parks (Brechin 2008).[3132] The popularity of the rustic style is in part due to its 'apparent informality'.

It can be seen from the above, that the accommodation on Mount Wellington is, in a general sense, similar to that provided in the USA and Canada at about the same period. It comprises core accommodation in Hobart, the closest town to the reserve, but with road head accommodation and other day use infrastructure provided at the Springs – initially (mid-late 1800s) when it was on the main track to the summit, and from soon after it

[30] *This style is understood to have originated from northern Europe where this style of hut construction was common historically in rural areas. Presumably it is a style suited to areas with forests that are predominantly of pines and spruces, and other straight, relatively narrow, even width trees.*

[31] Sources - *Brechin (2008),* and *"The Rustic Style in Canada's National Parks", at– www.historicplaces.ca/ en/pages/20_rustic_archtiecture.*

[32] *Key characteristics of the style, at least in Canada, are vernacular log structures with shingles, prominent stonework, deep eaves, rough board siding and verandahs, prominent rectilinear or diagonal bracing, and a deliberate Swiss quality'.*

became the key park road in the late 1890s. And in the more remote areas, although in the case of Wellington Park not essential for overnight accommodation (as the reserve was, and is, relatively small), small recreational huts (for walking and skiing) were established in scenic areas.

The use of Depression employment to develop the scenic and recreational infrastructure is also similar, both in the nature of the works and in the amount of works (except on some USA reserves). Although the styles of construction were not the same in both places due to various factors, the works in both areas was essentially rustic and controlled by the reserve management agencies. It is of interest that while no other examples are known elsewhere in Australia, on Mount Wellington consideration was given to establishing a tent camp to provide accommodation and employment relief for young unmarried men, in much the same manner as the USA Civil Construction Corps operated and, although it never eventuated, the idea was put forward at least three years before the Civil Construction Corps started in the USA.

Stylistically the historical accommodation and public day use infrastructure on Mount Wellington was also rustic and influenced by the Arts & Crafts Tradition and vernacular architecture of the period. On Mount Wellington however there was no developed style and the use of the rustic style was employed to varying degrees, with varying expression. For example the early accommodation at the Springs and the c.1880s and early 1890s private huts were simple and rustic, but essentially functional vernacular in style, while the later private huts were highly ornate, high Arts & Crafts Tradition rustic huts, and the 1907 Springs Hotel was a timber chalet style hotel-guesthouse with clear European 'chalet' style influences, but also reflecting the Tasmanian, timber and Arts and Craft Tradition influenced expression of Federation style building with relatively restrained decoration. The slightly later (1920s & 1930s) huts used much more stone in their construction and appear to have been rustic, but functional.

The 1880-1920 private huts on Mount Wellington however are seen as highly unusual both in function as non-essential overnight huts close to a city, and in relation to their evolved, highly decorative rustic Arts & Crafts Tradition derived style. This type of suite of huts, built primarily to enjoy and blend with the natural scenery, and with their highly ornate bush pole decoration, and clearly developed as a related suite, has not been identified anywhere else overseas. Another anomaly is the 1930s Depression period 'Log Cabin' on the Lenah Valley Track which is the only hut known to be constructed in this style on Mount Wellington or nearby, suggesting that the construction of this cabin was influenced by overseas, particularly North American, rural styles.

It is not clear to what extent building styles on Mount Wellington were influenced by overseas styles, but it would seem likely in the case of the Log Cabin. It is clear from the historic background research that the development of tourism on Mount Wellington was often compared with popular scenic areas on mainland Australia, primarily the Blue Mountains, and overseas, including the European Alps and to the USA. Also indicative of referencing to scenic tourism development on the west coast of Canada and the USA was the proposal by the Pitmans, the lessees of the Springs Hotel in the late 1920s – 1930s, to acquire and use mules for guests to go to the summit on the newly reconstructed Pinnacle Track (The Mercury Nov 1927).

Recreational Huts as Heritage Places

Scenic tourism and recreational accommodation and day use shelters appear to be much more documented than scenic tourism and recreational tracks both in Australia and elsewhere, although these types of buildings are still significantly less studied as heritage places than urban accommodation places and other urban dwellings and many other rural dwellings.

This documentation, both in historical reviews and heritage assessments, tends to focus however on the larger and commercial scenic tourism and recreational accommodation in natural areas and on the suites of varied day use facilities provided in parks, generally at road heads. For example, in Australia the more studied scenic tourism and recreational accommodation is the hotels and guest houses in the Blue Mountains, the guest

Table 7 Heritage Listed Historic Recreational Huts.

(Australia General – Register of the National Estate; Australian states – respective State Heritage Register; NZ – Historic Places Trust Register; Canada – Canadian Register of Historic Places; USA – not listed as too many and not readily distinguishable by type).

Country	State	Hut Name	Period	Type	Significance
Australia	General	-			
	Tasmania [1]	-			
	Victoria	Wallaces Hut	1889	timber (split) (built for grazing)	nd (oldest surviving hut on High Plains)
		Falls Creek Hut (site)	1906	ruins (orig: split timber & corrugated iron roof) (purpose built, on Yarra Tk)	nd
	NSW [2]	Fishermans Hut	nd	nd (built for recreational fishing)	local level
	ACT	-			
	Qld [3]	-			
	NT [4]	-			
	WA [5]	-			
	SA [6]	-			
New Zealand [7]		Chancellor Hut	1931	corrugated iron (mountain hut)	oldest hut in Sthn Alps on original site
		Defiance Hut	1913	corrugated iron (mountain hut)	
		Glacier Hut	1922	corrugated iron (alpine hut)	
		Stone Hut (Blue Lake)	nd	corrugated iron (recreational & trappers hut)	
		Waihohonu Hut	1904	corrugated iron (mountain hut)	
Canada [8]		Abbott Pass Refuge Cabin	1922	medium, stone (high alpine rustic)	historical, architectural (rustic), visual and landscape
		Glacier Circle Alpine Hut	1922	small, log cabin style	historical, architectural (CNP Rustic), visual and landscape
		Halfway Hut	1931	small, log cabin style	historical, architectural (CNP Rustic), visual and landscape
		Honeymoon Hut [9]	1932	medium, log cabin style	historical, architectural (CNP Rustic), landmark, landscape
		Wolverine Hut [9]	1932	small, log cabin style	historical, architectural (CNP Rustic), landmark, landscape
		Creek Cabin [9]	1936	small, log cabin style	historical, architectural (CNP Rustic), landmark, landscape
		Bunkhouse [9]	1936	small, log cabin style	historical, architectural (CNP Rustic), landmark, landscape
		Skoki ski Lodge [8]	1930-6	large, log cabin style	historical, architectural (CNP Rustic), landmark, landscape
		Mt Assiniboine Lodge Complex	1928	large lodge and six Naiset cabins, all log cabin style	historical, recreational, aesthetic (rustic)

Notes:

1. There is only 1 hut listing on the Tasmanian Heritage Register, and this is for a timber fruit pickers hut.

2. In addition, 3 non-recreational huts are listed at the state level and c.64 non-recreational huts are listed at the local level.

3. There are 5 hut listings (for dwellings) on the Queensland Heritage Register, but none are recreational huts. The listed huts date from c.1870 to the 1960s and are all related to land settlement and/or resource exploitation.

4. There are only 2 hut listings on the Queensland Heritage Register, but none are recreational huts. The listed huts include a 1921 station accommodation hut and a mid 1940s stone dwelling.

5. There are only 2 hut listings on the WA Heritage Register, but none are recreational huts. The listed huts include a trackers hut and a prisoner of war hut.

6. There are 16 hut listings (for dwellings) on the SA Heritage Register, either single huts or as part of a complex, but none are recreational huts. The majority are related to farming, including or pastoralism.

7. The New Zealand Historic Places Trust Register, has c.16 listings for huts (dwellings). Other than the 5 recreational huts listed above, the listed huts include farming (including pastoral), mining, gum digging, and trapping related huts.

8. The Canadian Register of Historic Places contains an additional c.20 outdoor recreational buildings to the 9 huts/cabins/lodges listed here. These include park wardens' huts and related sheds, park administration buildings, a park gatehouse, tea houses, picnic shelters/pavilions and a bath house. In total the Register contains 98 listed huts/cabins places (single sites of complexes with one or more huts/cabins). The non-recreational related huts/cabins include primarily pioneer huts, but also trappers' huts and a WWII internment hut.

9. These five accommodation buildings are all part of the one complex although built at different times.

10. Although the USA National Register of Historic Places was reviewed no places have been included in the above table as there are in excess of 300 cabins listed, with no data for most of these sites.

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houses in the Yarra Ranges, and the accommodation provided at major tourist caves such as at Yarrangobilly and Jenolan in NSW.

The natural area huts, which were generally built away from the road heads, are not ignored, but tend to get less attention. This appears to be due in part to the fact that they were less numerous (refer discussion above), and also to the fact that many of these huts, usually built in timber, have been burnt by fires, including in the historic period, and without the actual building being extant have not tended to be regarded as being of significance as heritage places. This is reflected in Doyle's (1999) cultural sites network study of recreation in Victoria, which considered a range of outdoor recreation and holiday accommodation places, including 'huts and cabins'. Although Doyle discusses a number of recreational accommodation type places, she lists no huts or cabins in her heritage place examples for these types. She does however note in her historic overview that most of the natural area recreational accommodation huts were destroyed by fire in the 1939 bushfires.[33]

Although there are other areas where such huts are known to have been built, for example the Mount Kosciuszko area in NSW, the Tongariro area and the Southern Alps in New Zealand, and the Banff area in Canada, as well as Cradle Mountain, Mount Field and Mount Wellington in Tasmania, very few of the huts or suites of huts in these areas (or others) appear to have been identified as historic heritage, and very few are listed on heritage registers or other statutory lists. What is listed appears to be opportunistic rather than due to any systematic approach, with listed heritage places being generally individual examples.

A review of key heritage registers in Australia, New Zealand and Canada resulted in only 17 recreational huts being identified, of which one was a coastal fisherman's hut (the only fisherman's hut or cabin identified as listed). Of the 16 other recreational huts identified, there are only two in Australia both of which are in Victoria in the alpine area (and one is not a purpose built recreational hut). None are in Tasmania. Five of the listed huts were in New Zealand, again all alpine or high plateau huts, and the remaining nine recreational hut

[33] *Including one of the three purpose built early 1900 huts on the Yarra Track in Yarra Ranges that were all destroyed by fire in the 1939 bushfire (Tucker 1993).*

listings were in Canada, and all of these are in the mountains of the Banff – Lake Louise area in southwestern Canada.

The 'Mt Assiniboine Lodge Complex' listing is the only listing of a set of recreational huts or other accommodation, although four other individual Canadian listed huts are all located together and are historically and functionally related. The New Zealand and Canadian listings include a number of 'alpine' style huts' that were largely built to facilitate mountaineering in their respective areas. It is unclear why these 'alpine' type huts are so prominent in the recreational hut listings, but it may reflect a greater interest in huts that were built in more extreme conditions for an extreme form of recreation.

All the individual listed huts are small simple, rustic type huts. All five New Zealand huts were corrugated iron huts which were relatively functional in style. All but one of the Canadian listed huts were small to medium in size and were of log-cabin construction and in the 'Canadian National Park Rustic' style. The only listed Canadian hut not of this type is a small simple rustic stone alpine style hut. The two Australian examples were timber huts, one of which was a vernacular style split timber building. The other is a site only and is the remains of Falls Creek Hut, one of the three 1906 huts built on the Yarra Track, but burnt down in 1939.

Few of the listed huts in Australia and New Zealand have indications of significance attached to the on-line information, although in two cases the huts are noted as being the oldest surviving hut (in situ) in their respective region. The Canadian listed places are all listed because they are considered to be of significance historically in relation to the establishment of scenic tourism and recreation and the formation of the national parks system in Canada, as examples of 'Canadian National Park Rustic' style architecture, which in one case is seen as having aesthetic value, and for their landscape or environmental related values. The landscape values are primarily the aesthetic natural and scenic landscape setting of the huts and the arrangement of the hut and other related historical recreational infrastructure (eg, other huts, and tracks) in the landscape which are seen as reinforcing the historical relationship of the site to the environment, but also in some cases because of their value as landmarks or strong visual elements in the landscape. There is little indication as to what their level of significance is, and it is assumed that the two Australian huts are of state level significance and the New Zealand and Canadian listings have significant at the national level.

The Australian listed purpose-built recreational hut dates to 1906, and the other, the oldest surviving hut on the Victorian High Plains, dates to 1889. The New Zealand listed huts date from 1904 to 1931 (although there is no date for one hut), and the Canadian listed huts date from 1922 to 1936.

The USA has not been included as an example as a search on the US National Register of Historic Places under 'cabin' (ie, hut), indicated that there are in excess of 300 huts listed on the register. Unfortunately, none of these records have been digitised and so it is not possible to determine which of these are recreational public huts. A revised search of cabins on the basis of date categories indicated that only 218 of the registered 'cabin' sites were buildings (as opposed to camps or complexes?), of which approximately 141 date to between 1875 and 1924. Nine of the listed places were found to be sites only, of which three date to between 1875 and 1924.

There are likely to be other recreational huts which are explicitly recognised as heritage places although they are not listed on a register. Two Tasmanian examples are Du Cane Hut on the Overland Track which was built in 1910 to provide accommodation for guided tourist parties, and Waldheim at Cradle Valley that was built in 1912 much for the same purpose. These two huts are recognised as heritage places by the Tasmanian Parks and Wildlife Service and are being conserved, and at least Waldheim has a conservation management plan in place.[34]. Du Cane Hut has additional significance as possibly the oldest standing structure in Cradle Mountain Lake St Clair National Park (Cubit & Haygarth 2010), and is also likely to be the oldest extant purpose built recreational hut in Tasmania.

[34] *There are other mountain or high country huts and collections of huts in Tasmania, Victoria and NSW that are recognised as being of historic heritage significance by the relevant management agencies and which are being managed as such. To the author's knowledge however, except possibly for a small number of ski huts, these huts were all established for summer grazing, and were not built for recreation or scenic tourism*.

There are also known to be heritage assessments and conservation management plans in place for the 1911 Lake Fenton Hut, 1926/7 Twilight Tarn Hut, 1935/6 Lake Newdegate Hut and the 1940 Government Huts, all in Mount Field National Park (Terry 2003 a-d), and Mimosa Cabin (1968), one of the later period government built public recreational huts at Cynthia Bay, Lake St Clair (McConnell et al 2005). The Mount Field huts are all considered significant as important feature of the Park's history and for providing a service to the public which was part of the original conception of the Park, to be a 'People's Park', as well as having aesthetic value as rustic style huts in scenic locations (Terry 2003a-d). Lake Fenton Hut is also considered to be significant as the oldest extant government built public recreational hut in Tasmania (Terry 2003b), and Twilight Tarn also has significance as the oldest private purpose built ski hut built in Tasmania, and is also the oldest extant such hut (Terry 2003c).

The huts demonstrate an evolution in style over time from the Lake Fenton Hut and Twilight Tarn Hut which are timber framed, split timber clad with hipped corrugated iron roofs, to the Lake Newdegate Hut which is timber framed, corrugated iron clad and gable roofed, to Mimosa Cabin which is gable roofed vertical board hut. All these huts are plain and functional.

Apart from the above studies and a small number of generic studies which included scenic tourism and recreational huts, for example Doyle's (1999) recreational sites network study in Victoria and a Canadian study of rustic building in Canadian national parks (Mills 1992), no scenic tourism and recreational hut heritage studies were identified by the present study. Again, it is likely that there are additional such studies, but the difficulty in locating these suggests that they are relatively rare.

3 ASSESSMENT OF SIGNIFICANCE

3.1 Introduction

Approach

The following significance assessment is based on inspection and documentation of the various Mount Wellington tracks and huts that are considered, and their historical evolution and context. It is also based on a comparative analysis of historic (European settlement to c.1940) recreational tracks and huts and their developmental context in Australia, and to a limited extent in New Zealand, Canada and the USA, which are seen as the countries which have the closest parallels in relation to the development of scenic tourism and outdoor recreation.

The assessment is based on the standard framework for cultural significance assessment as per the Australia ICOMOS (1999) *Burra Charter*. The central values that are used are those of the Burra Charter – ie, historical, scientific, social, aesthetic, and spiritual values. The assessment also gives particular emphasis to the Burra Charter notion that cultural significance "is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects" (Article 1.2).

The assessment also considers the 'regional' level or scale of applicability of significance, ie, whether a place is of local, state, national or higher level significance. The key complexes or areas considered to have state level significance have also been assessed against the *Historic Cultural Heritage Act* 1995 criteria for entry onto the Tasmanian Heritage Register.[35]

Recognising Heritage Entities for Assessment

At the commencement of the Historic Track & Hut Network project, it was unclear to what extent the track and huts constituted a historical developmental network, although clearly today they form a spatial network or complex.

The historical review and comparative analysis suggest that the complex of historical tracks on the eastern face of Mount Wellington (ie, those constructed from European settlement in 1804 to c.1940 or the start of World War II) is a defined and recognisable historical complex of tracks and that it can be considered a system or network of tracks given that the historical development, although initially organic, had a central purpose (scenic tourism and recreation) and that apart from a small number of early tracks, the tracks, particularly in the 1928 – 1932 construction phase, were designed in relation to existing tracks (to provide linked walks, varied access points, and new, different scenic experiences). The complex is also considered to be a single evolving network, as although there were some recognisable periods (or phases) of track building (eg, in 1906-1910 following the creation of Mountain Park or during the Depression using employment relief labour), there is no clear periodic pattern of track development or major gaps in track building until after 1932. As such the assessment of significance considers not only individual tracks, but also considers the suite of tracks on the eastern face of Mount Wellington as network system.[36]

The developmental history of the huts is different to that of the tracks. The majority of huts appear to be only very loosely related to the tracks and few were built to provide accommodation or shelter for recreation on particular tracks, consequently the huts are not seen to be part of the tracks network or a larger track and hut network or a single complex. Because the huts have been built at different times by different people and agencies and for a range of reasons the huts are also not seen as single related complex, system or network. The huts on the eastern face of Mount Wellington appear to form several discrete complexes related to

[35] *Although the criteria of the* Historic Cultural Heritage Act 1995 *have been used, they have been interpreted in the light of the revised criteria in the current draft* Historic Cultural Heritage Amendment Bill 2012.

[36] *In the ongoing discussion the term 'network' is used in preference to 'system' as the suite of tracks is interrelated in how they were and are used, and physically creates a network, but cannot be considered to be a system in the sense that all parts are functionally interrelated.*

function or purpose, which to some extent also reflect discrete phases of hut construction on Mount Wellington, and in the assessment are considered instead to comprise a number of complexes of different ages and functions. The individual huts or shelters area also considered.

3.2 Significance Assessment - the Historic Tracks

The Mount Wellington Historic Track Network

The complex of recreational tracks on the eastern face of Mount Wellington formed or constructed between the European settlement of Hobart in 1804 and 1932 is regarded as a historic track network that has historic cultural heritage significance. This 'Mount Wellington Historic Track Network' is regarded as having historical, scientific, and aesthetic significance as well as significant setting values given its setting in an essentially natural and scenic landscape. The network is regarded as having high local and state level significance as a well preserved historical scenic and recreational track network, and national and some international level significance as a rare and well preserved example of historic scenic tourism and recreation development in a widely recognised scenic natural landscape. The integrity of the network strongly contributes to the significance of the network. The tracks which make up the network are those listed in Table 8 and indicated as being of significance 'as a suite (R)' in the state level significance column.

This network of historic walking tracks on the eastern face of Mount Wellington is the core of the physical evidence of the history of the development of scenic tourism and scenic motivated recreation since European settlement on what is unarguably Hobart's most scenic natural feature, and one of Tasmania's most prominent natural scenic features. The track network represents the longest history of development and use of anywhere in Tasmania and includes Tasmania's earliest purpose built recreational track, the Wellington Falls Track. In addition, the network has had continuous use since the first route, the New Town Way, was first used, and the focus of use for scenic tourism and recreation has been maintained throughout in spite of easier access to the summit by way of the Pinnacle Road since 1937 and although the tracks are today used for a wider range of reasons and activities (eg, cycling and escape from the urban environment). The network has been, and still is today, one of the main recreation areas for people living in the Hobart area.

The track network has been used for scenic tourism and recreation, as well as for other purposes (eg, fitness/exercise, access to skiing, access for scientific observation, nature observation, artistic pursuits, celebration and commemoration), and has been used by locals, other Tasmanians and interstate and overseas visitors, throughout its history of development. As a significant scenic attraction, the track network, which provides varied and aesthetic access to the Mountain summit and other scenic features on the Mountain, has been a key element in the Mountain being a significant Tasmanian tourist destination since early settlement, hence has contributed significantly to the local and Tasmanian tourism industry and to the promotion and recognition of Hobart and Tasmania as a scenic natural area interstate and overseas.

The Mount Wellington Historic Track Network is also of historic significance in relation to the significant development of the track complex from 1928 to 1932 using Depression period employment relief labour. In this approximately four year period of work some 21 km of additional track was constructed, increasing the length of purpose built walking track in the area by an additional 60%; and it was this work, with an emphasis on extending and linking tracks and providing tracks that gave new scenic opportunities, that turned the existing track complex into a system or network. The tracks which make up the Depression period complex are those listed in Table 8 and indicated as being of significance 'as a suite (D)' in the state level significance column. This significance is enhanced by the construction of five enclosed shelters and one open picnic shelter at this time, all of which were related to tracks that were built or upgraded at the time.

The Depression track work, although all undertaken by unemployed married men, was also undertaken through a range of Depression employment relief schemes, including State government and HCC dollar for dollar funding by special arrangement, Federal government funding, and through public donations, including through the 'Mayors Fund' and via special exhibitions. The significant public financial contribution to track works shows the generosity of Hobartians in this difficult economic time. If the other Depression period works on

Mount Wellington (ie, the Pinnacle Road and the Exhibition Gardens) are considered, then these Depression period projects provided in ongoing employment for Hobart men from 1928 to the end of 1936, and resulted in Wellington being a significant focus of Depression period employment relief work in Tasmania.

The Mount Wellington Historic Track Network is unique in Tasmania, as no other networks or systems of scenic and recreational day use tracks have been developed historically outside designed parks or significantly designed landscapes. Although there are a small number of areas, mainly within National Parks, that have a small number of historical scenic day use tracks in essentially natural areas (eg, at Mount Field and Waldheim), these tracks are few in number, and cannot be considered as networks. Such tracks also represent a more recent period of scenic tourism development (ie, c.1890s onwards) due to their greater remoteness.

As an historic track network the Mount Wellington Historic Track Network is also rare in the Australian context, with the only other recognisable historic period network being the Blue Mountains Historic Tracks (Smith et al 2006). The Blue Mountains Historic Tracks are much more extensive and comprises several discrete networks or complexes, generally much more designed.

The Mount Wellington Historic Track Network, is also seen as unusual in the Australian context in that it appears to have evolved as an intermediate type of scenic tourism and recreational locale between the two key types that occur in Australia – the high viewpoint in or on the edge of a city (eg, Mount Lofty or Mount Coot-tha), and the remote scenic area (eg, the Blue Mountains, Dandenongs and Yarra Ranges and Mount Buffalo). Mount Wellington combines both types of scenic recreation area as it is adjacent to Hobart and, because of its height and rapid height gain, geology and other natural features which create numerous scenic features, it is also a significant scenic area in its own right. The density of the historic track network and the form of the network both reflect this combination of scenic recreation areas.

Mount Wellington however can however also be considered a unique complex in the Australian context for its form, which is essentially one of early tracks running directly up spurs and ridgelines to the summit from a small number of key entry points (determined primarily by existing road access) (ie, the New Town Track, Fingerpost – Icehouse Track, and New Town Track), with a later infilling of this network largely using less steep sidling tracks (eg, Radfords Track and the Pinnacle – Zig Zag Track), and the construction of linking contouring tracks, primarily in the Depression period (eg, the Organ Pipes – Mt Arthur Track and the Lenah Valley Track). This form is largely determined by the landscape (ie, a very high mountain) and the scenic features of interest (primarily the summit, but also the Organ Pipes, outlooks at various heights and from specific features such as Sphinx Rock, the waterfalls and the fern rich valleys) which are spread across the eastern face. The density of the network is also relatively high and is considered to reflect the high level of use, particularly local use, given the proximity of the eastern face of the Mountain to Hobart.

The Mount Wellington Historic Track Network is also considered to have significance not only in relation to the design of the nature of the network which produced the form noted above, but also in relation to the construction style of the tracks. The purpose built historic tracks are all small scale rustic style tracks, which respond to the landscape, and use local natural materials. Those tracks in the network that evolved from non-recreational tracks (eg, the Pipeline Track, Hobart Rivulet Track and Icehouse Track) are also rustic in nature and use local natural materials, and are only distinguished from the purpose built recreational tracks by their width. The style of the tracks contributes to the scientific and aesthetic significance of the track network.

Distinctive made features include drystone lower embankments on contouring and sidling tracks, boulder pavements across the boulder fields, cuttings into bedrock (for upper walls and steps), low causeways, and stone lined gutter (water) bars, frequently linked to discrete inside edge gutter sections; and there is extensive benching of tracks given the location of the tracks in a steeply sloping environment. Designed route location features include extensive , zig zags, and a distinctive form of alternating low grade and steep grade sections giving tracks where it occurs (eg, the Panorama Track) as strong stepped feel. Response to design criteria is also evident in the evolution of track width over time, with the initial utilitarian tracks being generally 10-12’ wide, the later 1800s to 1905 tracks being built to 8’-6’ wide, and the early 1900s and Depression period tracks being built to c.4’ wide (and with the modern tracks being built to 2-3’ wide).

The tracks of the network are also of a variety of types including routes and constructed formations, and demonstrate a variety of placement types including direct uphill spur routes, ridgeline routes, cross slope contouring tracks, sidling tracks which rise diagonally across slopes, and gully floor tracks. All these forms are recognisable in the network due to the integrity of the network. The network is considered to have very good integrity with all of the historic track routes being preserved at least in part, and with all but six of the 35 tracks of the network being still in use. Although six of the track of the network are no longer used, they are largely extant (one has however not been re-located); only two tracks have had significant damage, but are still extant in part, and although some 15-20% of the track network was bulldozed to create fire trails during and immediately post- the 1967 bushfires, the original track routes have in all cases been preserved.

As a track network constructed over a long period of time (ie, over 100 years), the Mount Wellington Historic Track Network demonstrates well the evolution of recreational track building in Tasmania and Australia, and contains some tracks that demonstrate utilitarian track building of the early to mid-1800s. The network has some attributes however that appear to be specific to Mount Wellington and to result from a combination of the early relatively informal (unmanaged) development of the network. The two key features of this type are the direct spur line nature of most of the early tracks (which is rare in other places with complexes of scenic recreational tracks), and the track formations (rock pavement and embankment) across the open boulder scree slopes.

The Mount Wellington Historic Track Network also has aesthetic significance which derives from both the rustic nature of the individual tracks; in particular the rock cut features and the rock work, and its location in a highly aesthetic essentially natural bush landscape which also has significant individual scenic features such as waterfalls, fern glades, cliffs, rock formations and views. As such, the setting of Mount Wellington contributes significantly to the aesthetics of the Historic Track Network. The setting also contributes to other aspects of the significance of the track network – for example the historic significance, since the setting today is also the historical setting, and the ability of the network to demonstrate or represent the evolution of a scenic tourism locale since it is the setting which gives meaning to the scenic tourism.

The Mount Wellington Historic Track Network can be considered an organically evolved network of tracks for scenic and other outdoor recreational use, but with some design incorporated from c.1890. [37] As a network it strongly reflects the philosophies of the influential Romantic Movement and later Arts & Crafts Tradition throughout its construction, and these influences can also be seen in the construction style of the individual tracks, and other associated infrastructure.

When considered in an international context, the scenic recreational tracks and other associated infrastructure on Mount Wellington, as well as at the Blue Mountains (and to a lesser extent at Mount Buffalo) exemplifies the global evolution of scenic tourism development in scenic natural areas, which was focussed on mountains. This significance is contained in the public use tracks that were primarily purpose built and constructed for walkers; in the system of tracks that evolved into a designed network the layout of which reflects the purpose of providing access to the scenic attractions on the Mountain from key entry points at historic road heads; in the building of tracks from c.1906 to specific design principles; and the rustic nature of the tracks, including the reliance on local materials in their construction.

The walking track network on Mount Wellington, although clearly influenced by overseas tourism trends and aesthetic movements such as the Romantic philosophies and the Arts & Crafts Tradition, did not copy, but developed independently in response to its own needs and aspirations for scenic tourism and recreation, its landscape and its geographic context. In some cases it appears to have lead, with one of the oldest purpose built walking tracks that has been identified, and with the comparatively early use of Depression period employment relief labour to further develop the historic track system.

[37] *The Mount Wellington Historic Track Network is not considered to be a cultural landscape as it is only one aspect of the landscape of Mount Wellington, which as a whole and given its good preservation of historic features might be considered to be an organically evolved city edge colonial resource use historical cultural landscape which has as key themes scenic tourism, outdoor recreation, timber getting and water supply*.

In relation to the *Historical Cultural Heritage Act 1995* criteria, the Mount Wellington Historic Track Network can be considered to have the following state level significance:

1. (criterion a) – Mount Wellington, as a prominent scenic feature in its own right and given the various scenic attractions of the Mountain, has been of major importance in the development of scenic tourism and recreation in Tasmania from the early days of settlement to present. As the only way to access the Mountain and its scenic features from European settlement to 1937, the track network that evolved over this period was of critical importance in providing for this tourism and outdoor recreation.

2. (criterion a) – The walking tracks were the earliest Depression employment relief works in the Hobart area (and possibly Tasmania) and a major component of the Depression period work on Mount Wellington. Not only did these works provide significant employment to Tasmanians at this time, but the construction of the tracks and other scenic tourism infrastructure built on the Mountain at this time engendered close cooperation between various levels of government, and a cooperativeness and generosity by the community in relation to supporting those in need.

3. (criterion b) – The Mount Wellington Historic Track Network is a rare, highly developed scenic tourism and recreational track complex at both a state and national level.

4. (criterion b) – The Mount Wellington Historic Track Network contains Tasmania's earliest purpose built recreational track (the Wellington Falls Track) and contains a significant number of the recreational walking tracks that evolved or were constructed in Tasmania until 1935, and the majority of those that have survived and are still in use.

5. (criterion c) – The Mount Wellington Historic Track Network, as well preserved network of tracks built for a combination of tourism, recreation and utilitarian purposes from European settlement in 1804 to the mid-1900s is able to provide considerable information on the nature of the evolution of scenic tourism in Tasmania and the nature of track design, routes and construction over a significant period of Tasmania's history. There are few, possibly no, other areas in Tasmania where there is such a dense network of historical tracks of such a variety of types and such an age range, hence able to provide such information in such a concentrated area.

6. (criterion d) – The Mount Wellington Historic Track Network, as well preserved network of tracks built for a combination of tourism, recreation and utilitarian purposes and which has evolved from European settlement in 1804 to the mid-1900s is important in being able to demonstrate the evolution of scenic tourism and outdoor recreation in Tasmania from early settlement. The density of tracks on Mount Wellington, the construction of the tracks at a number of different periods and the evident changes with time, all contribute to this network being one of the best heritage complexes in Tasmania in this respect.

7. (criterion e) – The Mount Wellington Historic Track Network is important in demonstrating the influence and application of the principles of the Romantic Movement and Arts & Crafts Tradition in a Tasmanian natural environmental context. The work undertaken in the Depression period demonstrates both a high level of technical skill in the rock work, particularly in the boulder field sections, and in the deliberative creation of an extended system of scenic recreational tracks designed to enhance the scenic and tourist potential of Mount Wellington.

8. (criterion f) – The Mount Wellington Historic Track Network, as a well preserved network of tracks that have had continuous use to the present day, has acknowledged social value to the Hobart community as a significant recreational resource. This significance is enhanced by the aesthetic, natural setting of the track network, the aesthetic nature of the tracks and the scenic features associated with the tracks (this study and McConnell 2012).

9. (criterion f) –The present day network also has strong meanings and associations for the Hobart Walking Club, who although not being responsible for building any of the tracks of the network, have consistently used the tracks since the Club was formed in 1929, documented their use and enjoyment of the track network, and played a significant role in relocating and, in some cases, re-opening tracks of the network.

10. (criterion g) – The Mount Wellington Historic Track Network has strong associations with the Hobart City Council (and former Corporation of the City of Hobart) as since at least 1906 (with the creation of Mountain Park) the Council has been instrumental in maintaining and developing the network. In addition the Council was instrumental in undertaking the Depression period works, including through finding funding, supervising the works, and designing the tracks and the form of the network at this period. Specific individuals that have a special association with the network, primarily in the Depression period, are Deputy Town Clerk, Cecil Johnston, and Alderman Louis M. Shoobridge.

11. (aesthetic value criterion) – The Mount Wellington Historic Track Network is highly aesthetic by virtue of the rustic nature of the tracks, their essentially natural setting in a vegetated and rock rich environment and the highly scenic Mount Wellington landscape with its views and viewscapes, and scenic features such as cliffs, rock fields and other rock formations, waterfalls, mountain streams and ferneries. The high aesthetic value is attested to by the significant role Mount Wellington and its track network has played in scenic tourism in Tasmania since European settlement.

12. (aesthetic value criterion) – The track sections across the boulder screes are considered to be unusual and particularly aesthetic features of the Mount Wellington Historic Track Network, with the aesthetic value being primarily derived from the rock work in the formations and their location on the open boulder screes which have their own aesthetic appeal.

Individual Tracks

A number of the individual historic recreational tracks on the eastern face of Mount Wellington are also seen as having cultural heritage significance in their own right. The type and level of significance of the individual tracks is summarised in Table 8. Statements of significance are contained in the datasheets for each track.

All of the individual tracks of the Mount Wellington Historic Track Network are considered to have historical and scientific value at least at the local level, with a number also having aesthetic value and some having acknowledged social value.[38] The scientific significance of the tracks derives mainly from their generally well preserved nature, both in relation to their historical route and their historical construction. The only tracks which have only historical significance are the Firebreak Track which was only a route, and the Rivulet Track, the whole length of which has been destroyed by bulldozing, although the approximate route has been preserved.

Most of the early tracks (ie, constructed before c.1880), including ones that were built for utilitarian purposes, and some of the Depression period tracks are also considered to have state level significance. In most cases these tracks are important at the state level for historical reasons and as rare extremely well preserved examples of their type and period of construction, as well as for the preservation of their historical setting. These tracks include the New Town Way, the Wellington Falls Track, the Hobart Rivulet - Fingerpost – Icehouse – South Wellington Tracks, and the New Town Track (and potentially the Bower Track if relocated). It should be noted that the New Town Way has to date only been relocated in part, and may not be well preserved, although it has very high historical significance as the earliest known recreational route to the Mount Wellington summit, and one used by a number of important historical figures.

As noted above in relation to the Mount Wellington Historic Track Network, all the Depression period built and upgraded tracks are also seen as having some historical significance at the state level. Three of these tracks, the Lenah Valley Track, the Organ Pipes (& Mt Arthur Track) and the Myrtle Gully Track are considered to have more significance than the other Depression period tracks. The Organ Pipes Track is seen as having additional significance as it was specifically designed to provide a high level scenic track, which was seen as not being provided for at the time and, together with the Mt Arthur and Panorama Tracks to create a loop walk via the summit with the existing Pinnacle-Zig Zag Track. In addition the Organ Pipes Track has acknowledged social value as a scenic track. The Myrtle Gully Track is considered to have additional

[38] *Where social and aesthetic value are ascribed, this includes where it has been indicated through the consultation undertaken as part of the present project or as part of the Wellington Park Social Values and Landscape Assessment (McConnell 2012).*

significance as it is a good example of an up valley floor track, has a highly aesthetic setting, and has good surviving evidence for bedrock modification in its construction.

The Lenah Valley Track is considered the most significant of the Depression period tracks. The reasons for this are –

- it forms the backbone of the Depression period tracks;
- it appears to have been considered the primary track as it had three huts (in this case day use shelters) built along it, and is the only track where this occurred;[39]
- it was designed both to link the Springs with Lenah Valley and to be upgraded to a carriage drive to link the two areas by road and provide circuit road route from Hobart;
- it exemplifies the peak of the vision for foot based scenic tourism through the designed access to scenic features (in this case the New Town Falls), and the construction of associated infrastructure, in this case the three huts (Log Cabin, Junction Cabin and the Old Hobartians Cabin), all of which show deliberative design and a connection with global rustic design (ie, in the use of the American term 'cabin' and the log cabin style of Log Cabin);
- the extensive rock work on the track; and
- the excellent preservation of more than two thirds of the track.

Two of the tracks, the New Town Way and the Wellington Falls Track, are also considered to have some national level significance. The New Town Way is one of the earliest, possibly the earliest, documented scenic tourism and outdoor recreational route in Australia, and also still has at least part of the route preserved (although this section of cut formation is likely to have been constructed in the late 1820s-early 1830s, not in c.1810 when the route was first used).

The Wellington Falls Track (never formally named) which was built in 1845 is of national level significance as the first known purpose-built public use recreational track in Australia. It is of particular significance as although one of the earliest tracks, it is still in use today and is extremely well preserved, with the full original length still extant and with no known significant modification to the route except for recent upgrading (widening and gravelling) of the initial c.300m of the c.6 km track.

There are a small number of tracks which have been difficult to assess, primarily because little is known about their history of construction and/or their location, hence construction and preservation. These tracks include Old Farm Track, Bower Track, Boundary Track, the Firebreak Track, Circle Track, Featherstones Cascades Track and the Pillinger Drive - Silver Falls Track. It has also been difficult to assess the New Town Way except on historic grounds as only a small section of this track has been relocated to date.

3.3 Significance Assessment – the Historic Huts

The known historical recreational huts on the eastern face of Mount Wellington, built from European settlement to 1940, all have historical significance whether extant or not, as they are an important part of the history of recreation on Mount Wellington, and more broadly in Wellington Park. As an intact suite of well preserved huts and hut sites (ie, as extant huts in their original context or as the archaeological remains – usually constructed platforms, foundations, chimney bases, and in some case artefacts), they collectively are integral in demonstrating the evolution of scenic tourism and recreation and scenic tourism and recreational infrastructure on Mount Wellington, with scenic tourism and recreation having been continuous and the key uses of Mount Wellington from European settlement to the present day.

Because of the different origins and histories of the different huts and their different preservation, the huts individually have different types and levels of significance. This significance is summarised in Table 9. Note - in the following discussion the post-1967 revival complex and the Springs accommodation and day use picnic

[39] *Although Junction Cabin and the Old Hobartians Hut are also located on the New Town Track and the Old Hobartians Track, respectively*.

shelter complex are not assessed. This is because the later huts are not considered to be historical huts and because the Springs heritage is largely dealt with elsewhere (McConnell (with Scripps) 2007)).

All the identified recreational huts constructed up to 1940 are considered to have medium to high level significance at the local level. A small number of the earlier huts, which today are hut sites only, are considered to have state level significance at the medium to high level as rare, early recreational huts in Tasmania. All the huts built up to 1920 are also considered to have some significance at a state level as rare, early recreational huts in Tasmania. Most of the huts built up to c.1900-1910 are also considered to have some national level significance as rare, early purpose-built recreational huts in the national context. These huts can also be considered to have significance at the international level, again as rare, early, purpose-built recreational huts.

At the local, state and national levels, all historic purpose built recreational huts built on Mount Wellington can also be considered to demonstrate the principal characteristics of natural area recreational huts located away from vehicular access by virtue of their rustic nature, the use of local vernacular style/s, their construction using predominantly local natural materials, and their settings in minimally disturbed naturally vegetated areas, often with highly aesthetic features such as views, alpine surrounds, ferneries and creeks with rocky cascades. These attributes, in particular the regional architectural styles, appear consistently to be features of recreational huts world wide.

As noted in Section 3.1, the huts in general can be considered as several suites or complexes related to function or purpose, which to some extent also reflects discrete phases of hut construction on Mount Wellington, with these suites or complexes having additional cultural heritage significance. The following therefore also examines the significance of the different huts and hut sites as functional and/or chronological sets or complexes. The main suites or complexes which are recognised are as follow –

- the 1840s colonial mountain refuges
- the 1880-1920 rustic private huts
- the 1930s Depression employment relief built public huts
- the 1920s-1930s ski huts, and
- the 1920-1940 private huts

These groupings encapsulate all the known historic huts on the eastern face of Mount Wellington except for those built to provide commercial accommodation, which are all located at the Springs and are not dealt with in the present study.

The 1840s Colonial Mountain Refuges

The two huts built in 1843 on Mount Wellington by the government at the request of Lady Jane Franklin are historically highly significant as the earliest known public recreational shelters, and possibly the earliest natural area recreational infrastructure, in Tasmania. As such they demonstrate the very early and important role of Mount Wellington as a scenic tourism and recreational venue.

Neither of these two huts is extant, and the location of one (the Springs hut) has not been established. The nature of both huts is also poorly known, with only a few known references to the huts and no pictorial information known. All physical remains however are considered to have high scientific significance given the rarity and early nature of these mountain refuge type huts.

Because of their historical significance these two huts and present day hut sites are considered to be of high local and state significance, and of some national level significance. These two sites may also be rare early sites in other similar colonial contexts, such as in New Zealand, Canada and the USA.

Given the limited remains of these two huts, and the unknown location of one of them, both huts are considered to meet criteria (a) only of the *Historic Cultural Heritage Act* 1995 at the state level.

Table 8 Summary of the Historic Tracks on the Eastern Face of Mount Wellington (in order of date of construction), their Key Characteristics, and their Cultural Significance.

Track *	Initial Use/ Construction	Style of Track	Length	Themes	Values	Local Significance	State Significance	National Significance
New Town Way	1798	route	(4.50 km)	resource use, summiting	historical, scientific, associations (Lady Jane Franklin)	very high	high & as suite (R)	some
Sawmill Track	1820s?	track (logging)	1.80 km	resource use, recreation	historical	high	medium-high & as suite (R)	
Hobart Rivulet Track	late 1820s	road (logging)	1.30 km	resource use, recreation, summiting, science	historical, scientific	very high	high & as suite (R)	
Fingerpost Track	late 1820s	bridle track	1.80 km	resource use, recreation, summiting, science	historical, social, scientific,	high	high, & as suite (R)	
Old Farm Track	late 1820s?	logging track?	2.30 km	resource use? recreation	*historical, scientific*	*high*	*medium-high & as suite (R)*	
South Wellington Track	by 1833	route	2.80 km	resource use, recreation, summiting, science	historical, aesthetic	high	high, & as suite (R)	
Wellington Falls Track	1845	walking track	6.00 km	nature apprecn, recreation	historical, recreation, aesthetic	very high	high & as suite (R)	some
Icehouse Track	1849	bridle track	1.40 km	resource use, recreation, summiting, science	historical, scientific	high	high & as suite (R)	
Pipeline Track [40]	1866	water pipeline	15.50 km	resource use, recreation	historical, scientific, social, aesthetic	high	medium-high & as suite (R)	
New Town (Red Paint) Track	pre-1869	track, walking track & route	5.00 km	resource use, recreation, summiting	historical, scientific	high	medium-high & as suite (R)	
Pottery Road Access Track	c. 1869	walking track	c.2.00 km	recreation, summiting	historical	low-medium	as suite (R)	
McRobies Gully Track	1880s?	walking track	c.2.00 km	recreation, hut access	historical, scientific, aesthetic	medium-high	as suite (R)	
Middle Island - Haywoods Track [41]	1880s?	route	c.2.30 km	resource use, recreation, summiting, hut access	historical, scientific	medium	as suite (R)	
Bower Track	by 1890	pathway?	c.0.60 km	recreation	*historical, scientific*	*high*	*as suite (R)*	
Radfords Track	1890	walking track	2.50 km	recreation	historical, scientific	medium - high	as suite (R)	
Fern Glade Track	1890	walking track	1.40 km	recreation, nature apprecn	historical, scientific, aesthetic, social	medium - high	as suite (R)	
Organ Pipes Track (first)	by 1894?	walking track	2.10 km	Depression, recreation, nature apprecn (views)	historical, scientific, aesthetic,	high	as suite (R & (D)	

[40] *This table assesses the Pipeline Track as a walking track only. It should be noted however that the track is the route of, and for most of its length lies above and in the easement of the Mountain Water Supply System site complex which has high to very high state level significance for a range of reasons, and also has national level significance as a high intact system.*
[41] *This table assesses this track as a walking track only, although the lower end in part is a well preserved high significance early-mid 1800s logging track (sawyers road').*

Table 8 – continued:

Track *	Initial Use/ Construction	Style of Track	Length	Themes	Values	Local Significance	State Significance	National Significance
Lenah Valley Track	by 1897	walking track	7.00 km	Depression, recreation	historical, scientific, aesthetic	high	high & as suite (R & (D)	
Middle Track	by 1897	walking track	1.00 km	recreation	historical, scientific, social	medium-high	as suite (R)	
Pinnacle Track & Zig Zag Track	1902-3	walking track	2.65 km	recreation, summiting, Depression	historical, scientific, aesthetic	high	medium & as suite (R & (D)	
Boundary Track	c.1906-7?	walking track	1.00 km	recreation, HCC	*historical, scientific*	*medium-high*	*as suite (R)*	
Reids Track	1907?	walking track	0.35 km	recreation, HCC	historical, social	medium	as suite (R)	
Rivulet Track (& Woods Track)	1908-9	walking track	1.80 km	recreation, HCC, Depression	historical	medium - high	as suite (R)	
Upper Sawmill Track	1909	walking track	0.90 km	recreation, nature appreciatn, HCC	historical, scientific	medium	as suite (R)	
Silver Falls -Pillinger Drive Track	1909?	walking track	1.30 km	recreation, HCC?	*historical, scientific, aesthetic, social*	*medium*	*as suite (R)*	
Firebreak Track	by 1928	route	1.20 km	recreation, HCC?	*historical*	*low-medium*		
Betts Vale Track	1930	walking track	0.60 km	Depression, recreation	historical, scientific, aesthetic	medium - high	as suite (R & (D)	
Circle Track	c.1930	walking track	0.75 km	Depression, recreation	*historical, scientific, aesthetic*	*medium*	*as suite (R & (D)*	
Featherstone Cascades Track	1931	walking track	c.0.55 km	*Depression, recreation,*	*historical, aesthetic*	*medium - high*	*as suite (R & (D)*	
Mt Arthur Track	1931	walking track	c.1.00 km	Depression, recreation,	historical, scientific	medium - high	as suite (R & (D)	
Panorama Track	1931	walking track	1.60 km	Depression, recreation, HWC	historical, scientific	medium - high	as suite (R & (D)	
Shoobridge Track	1931	walking track	1.25km	Depression, recreation,	historical, scientific	medium - high	as suite (R & (D)	
Myrtle Gully Track	1931	walking track	1.70 km	Depression, recreation	historical, aesthetic, scientific	medium - high	as suite (R & (D)	
Hunters Track	1931-2	walking track	>1.50 km	Depression, recreation	historical, scientific	medium - high	as suite (R & (D)	
Old Hobartians Track	1932	walking track	2.80 km	Depression, recreation,	historical, scientific	medium - high	as suite (R & (D)	
Jacksons Bend Track	1970s	walking track	0.70 km	recreation	recreational, aesthetic	-	-	-

Notes:
1. Track lengths are the length of the historic track.
2. Values are given in assessed decreasing order of importance for each track.
3. Generally held values or those which are not assessed as being of medium or greater significance are not listed in this table (eg, most tracks have some social and aesthetic significance, but these are only listed where these are considered to be at least of strong medium level significance).
4. Significance in italics is indicative significance. An indicative assessment has been used where there is insufficient information to make a reliable assessment.

Table 9 Summary of the Historic Recreational Huts on the Eastern Face of Mount Wellington (in order of date of construction), their Key Characteristics, and their Cultural Significance.

Hut	Initial Use/ Construction	Style of Hut	Type	Values	Local Significance	State Significance	National Significance
Lady Jane Franklin Pinnacle Hut (later Rock Cabin) (govt)	1843	unknown / later stone	public refuge	historical	high	high	some
Lady Jane Franklin Springs/ Gap Hut (govt)	1843	unknown	public refuge	historical	high	high	some
Woods Hut (& later accommodation hut)	c.1859/1860s	timber	accom & visitor accom	historical, scientific	high	medium-high	
Recreational Hut No.1[42]	1880/8	unknown	private	*historical*	*high*	*medium*	*some*
Waratah Hut	1880? - 1892	bush timber, plain	private	historical, scientific	high	medium? & as suite (R)	some
Fern Retreat Hut	1890	bush timber, plain	private	historical, scientific, aesthetic	high	some & as suite (R)	some
Wellington Hut	1890s (c.1890?)	bush timber, plain	private	historical, scientific, aesthetic	high	some & as suite (R)	some
Forest Hut	1891	bush timber, plain	private	historical, scientific	medium-high	some & as suite (R)	some
Upper Springs Shelter Sheds	c.1891	sawn timber	public day use	historical, scientific?	medium	-	
Brushy Creek Hut 1	early-mid 1890s?	bush timber, plain	private	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Wattle Grove 1 Hut	1894/5	unknown	private	historical, scientific	medium-high	some & as suite (R)	some
Falls Hut	by 1895	bush timber, some decorⁿ	private	historical, scientific, aesthetic	high	some & as suite (R)	some
Cascade Hut	c.1895?	bush timber, some decorⁿ	private	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Clematis Hut	by 1896	bush timber, some decorⁿ	private	historical	medium-high	some & as suite (R)	some
Myrtle Hut (possibly Betts Vale Hut?)	1897	unknown	private	*historical, scientific*	*medium-high*	some & as suite (R)	some
Weber & Teagues Hut (also Brushy Creek Hut 2)	late 1890s	bush timber, plain	private	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Fern Lea Hut	nd (c.1900?)	unknown	private	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Fern Rest Hut	nd (c.1900?)	unknown	private	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Fern Tree Hut	nd (c.1900?)	unknown	private	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Old Farm Road Hut 1	nd (c. 1900-10?)	unknown	private?	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Betts Vale Hut	nd (c. 1900-10?)	unknown	private?	*historical, scientific?*	*medium-high*	some & as suite (R)	some
Featherstone Cascades Hut	nd (c. 1900-10?)	unknown	private?	*historical, scientific?*	*medium-high*	some & as suite (R)	some

[42] *This is possibly the same hut (an earlier version) of Waratah Hut.* (medium as suite R)

Table 9 – continued:

Hut	Initial Use/ Construction	Style of Hut	Type	Values	Local Significance	State Significance	National Significance
Musk Hut	1906-7	bush timber, some decorⁿ	private	historical, scientific, aesthetic	high	some & as suite (R)	some
Cluster Grove Hut	1908-9	bush timber, some decorⁿ	private	historical, scientific, aesthetic	high	some & as suite (R)	some
Wattle Grove 2 Hut	c.1910	bush timber	private	historical, scientific	medium-high	as suite (R)	
Lone Cabin	1911	bush timber, plain	private	historical, scientific	medium-high	as suite (R)	
Scarrs Hut	nd (1911–1923?)	unknown	private	historical, scientific?	medium-high	as suite (R)	
Kara (originally Stone Hut)	c.1923-4	stone	private	historical, scientific	high	some & as suite (R)	
Johnstons Hut	by 1927	timber, plain	private	historical, scientific	medium-high	as suite (R)	
Retreat Hut	1920s?	unknown (stone?)	private	historical, scientific	high	some & as suite (R)	
Madison Square Hut	1920s	timber, iron & rock	private	historical, scientific	medium	as suite (R)	
Mt Arthur Track Hut 1	nd (early-mid 1900s?)	unknown	private?	*historical, scientific*	*unknown*	*unknown*	
Rock Cabin (originally Log Cabin)	1928	timber, log-cabin style	public day use	historical, scientific	medium-high	as suite (D)	
Junction Cabin	1932	timber?	public day use	historical, scientific	medium-high	as suite (D)	
Upper Springs Shelter Shed 2	1932	sawn timber	public day use	historical, scientific	medium-high	as suite (D)	
AC Walker Shelter, Springs	1932	unknown (stone & timber?)	public day use	historical	medium-high	as suite (D)	
Old Hobartians Hut	1933	stone	public day use	historical, scientific	medium-high	as suite (D)	
The Chalet	c.1936-7	timber & stone?	public day use	historical, scientific	medium	-	
The Upper Chalet	c. 1936-7	unknown	public day use	historical, scientific?	medium	-	
Luckmans Hut	1938	stone	private (for skiing)	historical, scientific	medium-high	some	
Wellington Ski Club Hut	1939-40	unknown	private (for skiing)	historical, scientific?	medium	-	
Nicholsons Hut	c.1944	stone	private	historical, scientific	medium	-	
SAMA Hut	1967-8	timber & metal	private	-	-	-	-
Mt Arthur Hut	1969-70	timber & metal	private	-	-	-	-

* - This list does not include 1. *Wragges Summit Observatory* which was a hut set up for the purpose of housing instruments and the recorders for taking weather observations, and which appears to have become a publically used hut at some stage, presumably when weather recording ceased; 2. *The Stockade* which was a c.2 hut site established to house the prisoners constructing Pillingers Drive, and which is also believed to have been used as a recreational hut/s once the prisoners left in mid 1898; 3. The *Possum Hunters Hut* site on Hunters Track which was never a recreational hut; and 4. *Huxleys Hut* for which there is no historical information, but is thought to have been a camp only and not a hut site, and probably related to hunting and snaring.

The 1880 – 1920 Rustic Hut Complex

Based on the historical and comparative analysis undertaken by this study, the set of private recreational huts that were built on Mount Wellington between c.1880 and c.1920 is considered to be a highly significant complex of related huts. The collective characteristics of this suite or complex include that –

- they were built primarily as a way of appreciating the scenic beauty of Mount Wellington, primarily the vegetation and rocky cascading creeks of the lower and mid-slopes, and were not essential for overnight recreational accommodation;
- there was a clear intent, and realisation of this, to build small rustic huts with the emphasis on sympathetic styles aimed at blending with the local environment, and enhancing it;
- the huts used natural materials, with extensive use of local material such and rock and wood, and with particularly common use of bark sheeting and bush poles, including most visibly in the ornate bush pole hut and garden infrastructure decoration in the later part of the development of the huts; and
- they were located in secluded places, known initially only to those who were part of the hut network, with some huts being located deliberately in proximity to other huts, and located off major tracks (at the time they were built).

Additionally, the huts can be considered as a single complex as they were built over a single period, and they show a consistent evolution or development over time that also reflects the growing influence of the Arts & Craft Tradition in Tasmania.

The complex as a whole therefore has high level historical significance as it represents a significant phase of recreational hut development on Mount Wellington, and one that does not appear to have happened elsewhere in Australia, but which is unique to Mount Wellington. The strong obvious influence of the Arts & Crafts Tradition in the development of the huts, particularly in later in the period also demonstrates the importance of the Arts & Crafts Tradition in Hobart, but also in Tasmania, where the tradition was particularly strongly adopted.

There are no intact huts remaining, but the archaeological remains of the huts are substantial in most cases and include the largely undisturbed remains of associated features such as ‘gardens’ and bridges’, and the complex continues to be located in a relatively undisturbed natural setting which is essentially the same as the historical setting. The hut sites, the network and the setting therefore are of high integrity. There is also a considerable amount of documentation, mainly in the form of postcards that show what the huts looked like and much of the exterior construction. The intactness of the hut sites and their settings together with the documentation allow the complex to demonstrate the special nature of this rustic complex of huts.

The styles of these huts, in particular the highly ornate bush pole decoration associated with the huts and related infrastructure, the scenic natural settings of present day huts sites, the attractive, romantic, nature of the present day hut’ ruins’, and the pictorial evidence of the extant huts, also make the complex of high aesthetic significance. The huts were also clearly had contemporary aesthetic value, both as constructed objects of beauty to their makers, but also as scenic aesthetic features of Mount Wellington to visitors.

Although not historically or previously acknowledged as important, the Cascade Brewery Company was instrumental in the development of these huts by allowing them to be built on their land. The Cascade Brewery Company therefore should be seen as being closely associated with this complex.

These hut sites also have identified social significance. Archival information suggests the huts were of social significance to those who made and used them, and the huts also have present day social significance. The present day social significance appears to apply to the complex of huts rather than particular individual huts, and has been identified in McConnell (2012) and through the consultation undertaken for this study, is alluded to in Stoddart (2004), and is evident in the interest in the sites shown by the Hobart Walking Club.

The 1880-1920 private huts on Mount Wellington are seen as highly unusual both in function as non-essential overnight huts close to a city, and in relation to the evolved, highly decorative rustic Arts & Crafts Tradition derived style of the later huts of this complex. This type of suite of huts, built to enjoy and blend with the natural scenery, but not providing essential accommodation, with their highly ornate bush pole decoration,

their decorated gardenesque infrastructure and planted ferneries, and clearly developed as a related suite, has not been identified anywhere else overseas. Because of this and because of the integrity of the site complex and it setting, and the extent of pictorial information about the huts, this complex of hut sites is considered to be of significance at the state, national and international level as a rare type of complex of historical private recreational huts - one established essentially for scenic purposes, and which is also able to demonstrate to a high degree, the strong and local expression of the Arts & Crafts Tradition and, to a lesser extent, the influence of local vernacular architecture as applied to scenic and recreational accommodation in natural areas.

This complex of huts (huts sites) as a whole is considered to meet criteria (a), (b), (c) and (e) the *Historic Cultural Heritage Act* 1995, and to have aesthetic value in relation to the landscape setting of the huts (huts sites), at the state level.

The 1920 – 1940 Private Huts

The 1920 to 1940 private recreational huts on the eastern face of Mount Wellington were built at different times and largely by different owners and are therefore not seen as being particularly related. They are however, as a set, regarded as representing the later evolution of recreational overnight huts on Mount Wellington. This possibly third phase of recreational hut development is typified by plainer construction, the use of more introduced materials, and often greater robustness, in part due to more use of stone, although these features are not universal. As with the 1880 – 1920 private huts, the huts of this period are rustic and tend to use local vernacular styles, but there is no clear evidence of the influence of the Arts & Craft Tradition in the huts of this period. As such the huts of this period are considered to have medium-high local level significance as part of the historical evolution of recreation on Mount Wellington.

Few of the huts of this period survive intact, but where they have not survived, their foundations and other archaeological features such as the platforms on which they were constructed and related features such as modified water collecting points or artefacts remain undisturbed in essentially undisturbed settings. All hut sites of this period are therefore considered to have high local scientific significance for their ability to contribute to the understanding of how the natural area recreational huts of this period were built and used.

The variable locations of these huts and their variable, essentially original bush settings also contribute to the understanding of the development of recreational huts in this period, hence the setting of the huts and their treatment as a suite contributes to their historical and scientific significance. In addition, the huts individually, but more so as a set, demonstrate the nature of natural area recreational huts of the period. This is particularly so at the local level, but is also considered to apply at the state level to the full set of huts.

The oldest surviving, intact huts on Mount Wellington belong to this period of construction. These huts are Kara and Retreat Hut. Although both huts were rebuilt after the 1967 bushfires, they have been rebuilt to a similar design using the same footprint, and are situated in their original position and setting in the natural forest on the upper slopes of Mount Wellington, As such these huts are regarded as being highly significant at the local level and of significance at the state level. Their ongoing use as recreational huts is considered to contribute to this significance.

These hut sites, in particular the two extant huts, also have identified social significance. Their present day social significance has been identified in Abrahams (2001), Stoddart (2004) and McConnell (2012). The social significance of the two extant huts is demonstrated through the informal hut steward network that operates, and has operated for a number of years.

The 1930s Depression Employment Constructed Huts

The five huts constructed by Depression employment relief labour under the supervision of Hobart City Council staff between 1928 and 1933 are all seen as being of historical significance as Depression employment infrastructure.

The five huts, the Pinnacle Hut (originally Rock Cabin), the Alan Cameron Walker Memorial Shelter, Rock Cabin (originally Log Cabin), Junction Cabin and the Old Hobartians Hut were all slightly different in nature

and collectively demonstrate the approach to building day use scenic tourism and recreational shelters at this time. The original construction styles demonstrate the deliberate use of rustic styles, and the use of log cabin construction for Log Cabin indicates the perceived connections with other major natural area scenic tourism locations of the period outside Australia.

Although one of the huts is now a ruin, and three have been significantly rebuilt, the extant remains and their setting provide important information on the intention, siting and construction of Depression built recreational huts. The one extant hut, Pinnacle Shelter, is particularly significant in this respect.

Although all were built in the same approximately four year period, these huts are not seen as a complex on their own, but are considered part of the larger complex of Depression period recreational infrastructure and facilities that were built on Mount Wellington at this time under the auspices of the Hobart City Council using Depression employment relief labour. As well as the huts, this infrastructure includes the Depression period walking tracks, the 1932 picnic shelter at the Springs and the Exhibition Gardens, also at the Springs. This full complex is considered of State level significance as a rare, extant collection of Depression employment relief built recreational infrastructure in Tasmania, and possibly also is significant at the national level for the range and intactness of the complex of this origin.

Although all the Depression employment relief built recreational infrastructure on Mount Wellington is related, the Pinnacle Hut (the original Rock Cabin), given its location, should be regarded as being closely related to the Pinnacle and to the Pinnacle - Zig Zag Track which was also worked on at the same time and was at the time regarded as the main route to the Pinnacle. Rock Cabin (the former Log Cabin), Junction Cabin and Old Hobartians Cabin should all be regarded as closely related to the Lenah Valley Track on which they are all located, and which is the only track to have had shelters specifically built along it.

The Depression period infrastructure on Mount Wellington (and also the Pinnacle Road) is understood to be of present day social significance as many present day Hobartians are related to many of the men who built this infrastructure. The Depression period infrastructure on Mount Wellington appears to have also had contemporary social significance given that part of the work was funded through donations from Hobartians and through money raised through two local exhibitions.

The Depression period infrastructure on Mount Wellington also has significant associations with the Hobart City Council who designed and supervised much of the work and who also contributed to the work financially, including through public subscription via the ‘Mayors Fund’. The work has particular associations with Cecil Johnston, the Deputy Town Clerk at the time, who was the key promoter of the works and whose vision the augmentation of the infrastructure on Mount Wellington largely was. Louis M. Shoobridge also played a significant role as one of the HCC aldermen in promoting and supporting these works.

This suite of shelters is considered to meet criteria (a), (b), (d) of the *Historic Cultural Heritage Act* 1995 at the state level, and collectively with the Depression period tracks, to also meet criteria (c) and to have aesthetic value at the state level. As the only substantially intact, in situ, shelter of the period, The Pinnacle Shelter (the original ‘Rock Cabin’) is considered to meet criteria (a), (b), (c) and (d) of the *Historic Cultural Heritage Act* 1995 at the state level as an individual site.

The 1920s & 1930s Ski Huts

The complex of Wellington Park ski huts is not dealt with here, as the complex extends beyond Mount Wellington, west along the Range to Collins Bonnet. There are known to have been at least four huts built in the alpine area of the Wellington Range and these all belong to the period of small non-commercial private ski huts in Tasmania, and also in Australia more broadly. These huts appear to be a specialised type, not only in relation to being built for a specialised recreational use, but also in relation to their style and their development primarily by clubs.

The two ski huts within the present study, Luckmans Hut and the Wellington Ski Club Hut, which were built in 1938 and 1939/40 respectively, appear to be typical of Tasmanian ski huts of the 1920s -1930s. Both were built by clubs and both are located near the ski runs that were used, and both are small basic huts, which

conforms with the huts of the second period of historical ski hut development in Tasmania as recognised by Terry (2003 c&d).

Little is known about the construction style of the Wellington Ski Club Hut which has been destroyed (by fire?), but Luckmans Hut however is slightly unusual in the Tasmanian and possibly the Australian context given that it is largely built in stone. In this sense it is more akin to ski huts and alpine huts built outside Australia (although not New Zealand).

Given the above, both huts, or huts sites, are seen as having significance at the local level, primarily as part of the development of recreational huts on Mount Wellington and in this context as reflecting the evolution of specialised recreational accommodation hut related to skiing and the late historical stage of this evolution in the region. Luckmans Hut is seen as being of medium-high significance at the local level, and to have some significance at the state level as a relatively rare intact ski hut of the period when small private ski huts were built in Tasmania in or near alpine areas.

The relatively undisturbed, surviving, natural setting of both huts Hut contributes to their significance.

Given the limited remains of the Wellington Ski Club Hut, Luckmans Hut only is considered to meet criteria (c), (d), (f) and (g) the *Historic Cultural Heritage Act* 1995 and has aesthetic value in its landscape setting at the state level.

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APPENDIX

THE CONTEXT OF RECREATIONAL TRACK & HUT EVOLUTION

1 Introduction

"*From the earliest days of settlement Europeans can be found rambling along river banks, climbing mountains and descending to valley floors. Some went on made pathways, others left them behind and headed cross-country. Most walked for only a few hours, others stayed out several weeks. People walked to hunt, to collect flowers and seeds, to sketch and to bird watch, and some walked merely for the sake of walking. ... Bushwalking takes place throughout Australia but it was in the south east (New South Wales, Victoria and Tasmania), for reasons of geography, climate and population, that it had the earliest and strongest following, there that it was defined, its rituals developed and a philosophy most clearly articulated*" (Harper 2007, xiii-xiv).

Given the lack of previous studies of recreational tracks and huts, the following overview of the historical developmental context of recreational tracks and huts has been included in order to understand the historical context in which the Wellington Park historic recreational tracks and huts evolved, and to provide essential background for the comparative assessment. It also assists in identifying key historical themes.

2 Historic Recreation & Infrastructure Development in Tasmania

Introduction

The history of recreational track and hut development in Tasmania is very much tied to the story of the development of the natural reserves and national parks of Tasmania. This is reinforced by Mosley (1963, 2), who makes the interesting observation that "Examination of the status of recreation in non-statutory recreation areas such as forests and hydro-electric power projects, shows that little progress has been made in the integration of recreation and other forms of land use".

The contents page of Haygarth's (1998) history of the Cradle Mountain area encapsulates this history, and could with very few changes be the contents page for the history of Wellington Park – an evolution from early exploration; to resource extraction (timber and stone/minerals); to the recognition of the natural beauty, promotion of the natural beauty and a move to protect it; to Depression re-use for resource extraction (timber, hunting/snaring); to the creation of a reserve for conservation purposes; and to the rebirth of tourism with a focus on the natural environment.

This story and the broader story of outdoor recreation however is set in within the greater story of tourism in Tasmania and its strong interest in the state's natural environment (Mosley 1963). Mosley recognises the following key stages of the history of tourism in Tasmania -

- 1820s – 1850s: a small tourism interest largely from overseas visitors, largely British and Europeans of means interested in discovering and experiencing a new world, but with a major contribution from Anglo Indians taking leave, and seeking respite from the heat of India in Tasmania;
- 1850s – early 1890s: increased tourism with interstate visitors being the main contributors;
- 1893 – 1914: a major increase in tourism by locals and interstate visitors encouraged by better access and promotion (incl TTA) and facilitated by increased prosperity in Australia;
- 1914 – 1934: tourism stablises or declines due to poor shipping, a war and the Great Depression in spite of significantly increased promotion and tourist coordination through a newly established Government tourist bureau (with the promotion focussed on the alpine areas and Mt Field);
- 1934 – on: a renewed increase in tourism post-Depression and with places more accessible due to increasing ownership of the motor car.

Mosley (1963, 1) sees the growth in tourism as being directly related to the ease of getting to Tasmania, noting that "One of the interesting features of the Tasmanian recreational scene since the middle of the last century has been a traffic of tourist visitors from the mainland. Increases in the number of arrivals over a period of a hundred years coincide generally with improvements in the communication between Tasmania and the

mainland." Mosley (1963, 1) also argues that in Tasmania "Government participation in tourist promotion, prompted partly by economic difficulties, has led to the provision of facilities and services at a higher level than could probably have been achieved by voluntary and commercial effort alone ... [and that] Government action has also ensured a more equitable distribution of recreational development", suggesting that Tasmania has had a unique development of outdoor recreational facilities, at least for tourists. Mosley (1963) also makes the observation that Hobart has always been the main tourist destination or starting point for tourists in Tasmania, suggesting it may well have been a focus of outdoor recreational facilities for tourists, the previous statement notwithstanding.

The following explores the history of tourism and outdoor recreation in Tasmania and the key stages in this, with a focus on when, why and how the recreational tracks and huts evolved.

The Early Colonial Period (1804 – 1850s)

In Tasmania, the early European explorers ventured regularly into the forested coastal hinterlands, mapping and documenting the regions. They did not use tracks and they did not create tracks. This is also the case for George Bass, credited as being the first non-Aboriginal person to ascend Mount Wellington when he and Matthew Flinders circumnavigated Tasmania in 1798 (McConnell & Handsjuk 2010). And it is also the case for Robert Brown (botanist), George Harris (surveyor) and AWH Humphrey Humphries (geologist) of Collin's 1804 party who are the next earliest non-Aboriginal people known to have climbed Mount Wellington (McConnell & Handsjuk 2010). The documented reasons were exploration and to ascertain the reliability of the water supply provided by the Hobart Rivulet, although it is hard not to believe that these men may have derived some recreational and scenic pleasure from this undertaking.

There is no identified documentary evidence for recreational walking in Tasmania until the 1830s, although existing roads and tracks in, and adjacent to, villages and towns and farmsteads can be assumed to have been used for recreational walking from European settlement. It is assumed also that there were many who made the ascent of Mount Wellington for purely recreational and scenic purposes prior to the 1830s. This is indicated by a reference to a Salome Pitt, of Pitt Farm, New Town who is understood to have climbed Mount Wellington in 1810 and who is credited with being the first non-Aboriginal woman to have climbed Mount Wellington (WPMT 1996, 112).

Sir John and Lady Jane Franklin appear to have led the charge on this early (1830s – 1840s) period of recreation with their travels around Tasmania – including to Recherche Bay and the West coast via the Central Highlands. While Sir John was most likely undertaking work related inspections, Lady Jane Franklin's participation appears to have been recreational, although she no doubt derived a great deal of intellectual material from the these trips. According to Harper (2007) the influence of the Romantic Movement was a strong factor in the Franklins' interest in exploring Tasmania.

Most of the available documentary evidence for recreational walking in the 1830s relates to Mount Wellington[43]. A number of trips were documented in the 1830s, all by overseas visitors: In 1832 Backhouse and Walker made the ascent of Mount Wellington by the New Town Way. In 1833 Backhouse and Walker, and also Baron von Hugel 1833[44] made the ascent of Mount Wellington, at this time via the Springs and South Wellington. And, in 1836, Charles Darwin also made the ascent. There was also local interest in Mount Wellington, with the ascent made by two parties in 1837, the first of which included Lady Jane Franklin and which overnighted on the Mountain, making the ascent via the New Town Way (McConnell & Handsjuk 2010, Sheridan 2010, Webster 1988). From this period regular trips appear to have been made to the summit and to other parts of the Mountain, such as the Springs and to Wellington Falls. The reasons for these recreational trips appear to have been personal achievement at 'summiting' and at walking in the bush, the views from the summit, to view special scenic attractions such as Wellington Falls, and for painting the views

[43] *It must however be acknowledged that early colonial recreation in the other main settlement, Launceston, has not been researched in the same detail as for Hobart and Mount Wellington*.

[44] *Although Backhouse and Walker and von Hugel had botanical interests, their accounts of their trips up Mount Wellington indicate that they were motivated to do so more by personal interest than by science. Other purely scientific, hence not recreational, ascents such as the trips by Ronald Gunn are not included here.*

and scenery (McConnell & Handsjuk 2010, Sheridan 2010). Initially motivated by a sense of exploration, the later, heavier and diverse use appears to have been strongly influenced by the Romantic movement of the period (Sheridan 2010).

The access onto the Mountain in this period was by track where it existed, and through untracked terrain elsewhere. The apparent major increased use in the 1830s appears to stem from the fact that newly cut logging tracks (c.1824 – 1830s) and the construction of the water supply diversion at the Springs (1828-1831) gave relatively easy access to the lower and mid slopes of the Mountain for the first time. The interest in the Mountain and its scenic attractions was so keen, that in 1845 the purpose built public 'track to Wellington Falls' was built. This track is understood to be the first purpose built recreational track in Tasmania.

Recreational shelters, huts or other accommodation are essentially unknown in Tasmania in the recreational areas in the early colonial period. The exception is on Mount Wellington, where two high level refuges were established in the 183 at the request of Lady Jane Franklin (presumably because of the high altitude of the summit (1,271m asl) and the often extreme weather conditions there), and the hut accommodation and refreshments provided at the Springs for 'excursionists' on the Mountain from c.1859 (McConnell 2007).

Strong interest in the local scenery also motivated the population of Launceston in the north of the State in this period. The beauty of Cataract Gorge was noted by a William Collins in 1804, and by 1844 the citizens of Launceston were opposing plans for a dam for the Gorge because of the impact it would have on the natural beauty of the Gorge (Servant 1995).

Mosley (1963, 4) notes that in the early colonial period the appreciation of nature was a transplanted British sensibility, "A conscious effort ... to picture the Island as a "Britain of the South". Strongly influenced by the Romantic Movement, the focus was on the sublime landscapes, with awe inspiring mountain terrain and wild natural scenes, in particular waterfalls and striking water features. Both Mount Wellington and Cataract Gorge met these requirements. Mosley (1963) also suggests that in Tasmania there was a particularly strong focus on outdoor recreation, in particular walking, as the rough terrain meant that field sports (eg, hunting) did not flourish.

The Beginnings of Tourism & Recreational Tourism (1850s – 1890)

By the 1850s, the colony was beginning to see itself as part of a larger whole, and with some of the early industries, such as whaling, falling off, and with the minerals industry not yet established, was beginning to look at new ways to make money and to support burgeoning industries such as the transport industries. Tourism was seen as one answer. The population of Australia was growing and more people were starting to travel, and the large populations of Victoria and New South Wales, swollen by the gold rushes, provided a ready source of tourists interested in the cool climate, the scenery & tranquility (Mosley 1963).

Tasmania consequently started to promote itself as a tourist destination from the mid-1800s. The key way in which this was done at this period was by 'travel guides'. The first travel guide for Tasmania is believed to have been Henry Thomas' *Guide to Excursionists* published in 1869 (Barker 2008). Until the 1880s the tourist guides focussed almost solely on the Hobart and Launceston areas, indicating that these were 'the' destinations for visitors to Tasmania. According to Mosley (1963) in 1869 there were 14 outings from Hobart, the most popular being Mount Wellington and New Norfolk, while from Launceston the most important trip was to the Chudleigh Caves. These destinations, as well as other recommended destinations such as Fern Tree Bower, clearly indicate the interest at this time in scenic tourism and recreation. This is reflected in a number of the guides which had a whole section dedicated to Mount Wellington, which was seen as the 'the dominant and defining feature in the landscape around the settlement of Hobart' (Barker 2008).

By the 1880s, the scope of recommended activities in the guidebooks had widened geographically. The guidebooks not only promoted trips to the Mount Wellington summit, Fern Tree Bower and New Norfolk, but included the Salmon Ponds, Browns River (Kingston) and a trip down the Channel as tourist activities in the environs of Hobart; visits to the upper Tamar and Corra Lin (the falls on the North Esk River) from Launceston, as well as the Chudleigh Caves; and visits to the Tasman Peninsula, the east coast, and to the west

coast, newly opened up by mining. Mosley (1963) notes that by 1890 the trip between Hobart and Launceston was also promoted a tourist round trip, taking in Bothwell, Hamilton and Russell Falls, as well as the Midlands.

In this period, in part a reflection of the strong colonial ties and in part a reflection of the influence of the Romantic Movement with its interest the European alpine landscapes (Sheridan 2010), frequent (favourable) comparisons of the landscape of Tasmania were made with Europe, and such comparisons permeated the tourist and other promotional literature. For example Horne (2005, 42) comments that "The Derwent, with Hobart and Mount Wellington juxtaposed at its basin, brought together noteworthy scenic elements to be extolled in comparison with European lake scenery" and goes on to document the comment by 'the well-travelled George Frankland' that Hobart resembled 'a remote watering place in England placed by the side of a Swiss lake. One of the grandest features according to Frankland is the Mountain ... behind the town', also to him 'one of the most pleasing views that I have ever seen in any part of the world'.

This expansion of the scope of tourism was very much a reflection of increased access due to more numerous shipping destinations and to the expansion of roads and railways. In Tasmania, although the railways did not go to new places, Mosley (1963) argues that they were important as they made travel faster between places, so people could get to more places in a short time.

The improved road access also made the mountainous interior more accessible, and in the 1880s the 'Lakes Country' of the Central Plateau, accessed from the north, east and southeast, was becoming popular. The Central Plateau, or 'Lake Country' appears to have been the focus of remote foot based recreation in this period, although from the 1880s many tourists were also indulging in other remote 'excursions', including visiting Port Arthur or taking boats across Macquarie Harbour. The Central Plateau area was at this period being promoted for both recreational walking and angling (Jetson 1989). Jetson (1989, 66) notes that in 1888 "One guide book extolled the pleasures of walking 18 miles per day in the Lakes region over hills and mountains, boulders, rough tracks, and swamp lands". Tourist interest in the more mountainous country to the west was slightly later, with the first recorded tourist party to Cradle Mountain being in 1890 (Haygarth 1998). An 1867 engraving of rock columns on Ben Lomond in Horne (2005) suggest that Ben Lomond was also accessed on foot by this time for its scenic attractions.

A small amount of infrastructure to support this 'bush tourism' was put in place in this period. By 1890 "a boarding house, termed a 'sanatorium', was opened at Interlaken" (Mosley 1963, p17). This was government built and operated. Mosley (1963, 19) also notes access to Cataract Gorge as an improvement of the time, and he also mentions the building of the Wellington Falls Track as an 'isolated instance of community action to improve tourist facilities' at this period (Moseley 1963, 19). The Wellington Falls Track however was built in 1845, and was primarily for local tourist use (to provide access to the Falls for women). The only track known to have been constructed on Mount Wellington in this period was another local use track, the New Town (Red Paint) Track, cut and signed above the present day Junction Cabin in 1869 by local walkers. The route opened up by the construction of the Mountain Water Supply System in 1866, and its extension to Neika in the 1880s, was also used as a recreational bush track from the time of its construction (Sheridan 2010), and it is likely that the Bower Track, also on Mount Wellington was cut during this period.

The Growth & Popularisation of Tourism & Recreational Tourism (1890 – 1910s)

From the 1880s to the 1910s, there was an increased awareness of, and push to promote Tasmania more broadly, in particular for its scenic and recreational beauty. There were a variety of coincident factors influencing this, including the burgeoning interest in, and promotion of, Tasmania as tourist destination; the established importance of the Romantic Movement at this period; the growing influence of the Arts & Crafts Tradition with its interest in natural scenic beauty and rustic design; a developing concern for the over-exploitation of some natural resources (eg, the Huon pine on the west coast, and logging and tree fern taking on Mount Wellington); the opening up of Tasmania, particularly the west coast, with its remote rugged scenery by mining; and the active promotion of the scenic beauty of Tasmania by a passionate few such as J.W. Beattie

and E.T. Emmett[45], and also in the late 1890s – early 1900s by newly formed tourist associations, created to help bring Tasmania out of the 1890s depression.

There was also presumably a desire by local government to provide greater recreational opportunities for the large population centres. This is manifest in the creation of public parks adjacent to the major towns of the late 1800s – early 1900s in this period, for example Cataract Gorge Reserve in Launceston from 1889-90, Mountain Park in Hobart in 1906 (but with active management, including track building from 1890)[46], the Peoples Park in Strahan by 1907[47] and Fern Glade Park in Burnie in 1917 (the first area in Burnie to be promoted for its natural beauty). While these were areas managed by local government, a lot of establishment was undertaken on a voluntary basis by citizens with a strong sense of civic pride. All these areas featured recreational walking tracks, generally along or to a scenic feature (in these cases a creek, a waterfall, a gorge, a mountain peak, and fern glades).

These urban edge public parks and recreation areas also generally featured associated shelters, usually open sided, or partly open, roofed structures (to maintain the views) with tables and benches for having lunch or other' refreshments' in, or for sheltering from the elements. These tended to be made using natural materials such as timber, stone, or timber and stone, and were rustic in nature. The series of shelters ('primitive' huts) constructed along the Cataract Gorge Track in 1890-92, are possibly the finest example of shelters of the period, with one (the Crusoe Hut) being particularly distinctive as it had walls of tree fern boles and a thatched roof (McConnell & Gaughwin 1995).

Significant numbers of people used these recreational facilities at this period. For example large numbers of people made the on-foot ascent of Mount Wellington (at least from the Springs). A 1905 report noted that of the 9,500 people who visited the Springs in the previous summer, 7,000 went to the Pinnacle by the new Pinnacle (Zig Zag) Track alone (A. Werthmeiner, JPP vol LIII No.18, cited in McConnell & Handsjuk 2010). Although one might have thought that the ascent of Mount Wellington was an undertaking beyond the ability of most tourists, this appears not to have been the case. Visitors were strongly encouraged to make the attempt using encouragements such as "Ascending the mountain is not so difficult as reported – indeed, children are often met on its summit" (Guide for Excursionists, 1869, p15); "Striking as is the view of Mount Wellington from the plain below, infinitely more so is the view from its summit" and "The ascent from Hobart is one of those trips that every visitor ought to make" (Haywood 1885).

Away from the urban centres and in the remoter areas, access for recreation, mainly scenic recreation, was limited and, where not boat or road based, relied entirely on existing access tracks created through activities such as mining, the pastoral industry and hunting, with considerable travel through untracked bush from these access track ends. The Central Plateau continued to be popular in the 1890s and early 1900s, but there was also increasing interest in the Central Highlands, in particular the Lake St Clair and Cradle Mountain areas, which marked the south and north ends of the main part of this mountainous area, respectively.

Because of the lack of tracks and settlements, and because many of the tourists who were interested in visiting these areas were from interstate, the early bushwalking in this more remote area was more in the nature of small parties of friends guided by locals with extensive local knowledge and good bush skills. In fact the guided nature of these trips often seems to have been an important part of the experience, as for example those guided by the Parsons, Lees and Olivers on the Central Plateau (Jetson 1989) and Gustav & Kate Weindorfer at Cradle Mountain (Haygarth 1998) and Paddy Hartnett in the Central Highlands (Cubit & Haygarth 2010). It

[45] *The focus of much of the tourism promotion on Tasmania's scenic natural places is to some extent likely to be the result of the passion of both these men for Tasmania's natural areas and scenic beauty. Both spent a lot of time in the bush and E.T. Emmett was in fact one of Tasmania's early 'bushwalkers'. J.W. Beattie, a professional photographer, initially promoted Tasmania's natural areas in a private capacity, but from 1896 was the Tasmanian government's official photographer, producing photographs aimed at promoting Tasmania. E.T. Emmett was the Director of the Tasmania Government Tourism Bureau from 1914 to 1941, and was extremely active in this capacity (Alexander 2005).*

[46] *This included Radfords Track and the Fern Glade Track in 1890, the 1903 Pinnacle – Zig Zag Track, and a set of tracks built by the HCC in 1906-10 in response to the 1906 creation of Mountain Park which was vested in the HCC (this study)*

[47] *At this time Strahan was the port for a regional population of over 19.000 people (Scripps 1990).*

was not really until the 1920s that independent exploration of these and other more remote areas occurred for recreation, although guided groups are known to have continued up until the late 1940s, at least in the Lake St Clair -southern Overland Track area (McConnell et al 2005).[48]

Cave tourism also appears to have developed significantly during this period with three of Tasmania's finest caves located and promoted between 1908 and 1916 (Mosley 1963).[49]

The Tasmanian Tourism Association (TTA), formed in 1893, is seen as having had a major impact on tourist outdoor recreation in this period through a range of mechanisms, including promotion, but also including track building (Mosley 1963, Horne 2005)[50]. According to Mosley (1963, 24) "The Association constructed tracks to several places of natural beauty within a fifty mile radius of Hobart" including at the Hartz Mountains and at Mount Field. The TTA also ran accommodation places: In 1909 the Association was given control of the government owned accommodation houses at the Hartz Mountains, Interlaken and Lake St Clair (Mosley 1963). The Association urged that more accommodation be built, but this did not occur, with the government policy at the later end of the period being "to treat the provision of accommodation as the preserve of private enterprise" (Mosley 1963, 24). In the north, the Northern Tasmanian Tourist Association, which was established in 1899, had a similar function and is noted by Mosley (1963) as having built some tracks on Ben Lomond and Mt Barrow, as having managed caves in the Chudleigh district, and as also having managed the government accommodation houses at Lake Leake and Miena.

It appears that at this period most of the recreation was in the nature of day trips with accommodation provided by existing accommodation in local towns or smaller settlements. The government provided much of this accommodation in the more remote areas, including, by 1910, at Lake St Clair, Great Lake[51], Interlaken, Lake Leake, Miena and the Hartz Mountains (Mosley 1963, Haygarth 1998). There is little information on the development of other tourist guest houses and hotels in this period. The few known examples are Marriott's Guest House which was established in 1911 on the edge of Mount Field National Park, in National Park (PWS 2002) and the development of guest houses in Collinsvale in the 1910s, encouraged by the promotion of Mount Wellington (and E.T. Emmett) (McConnell, with Evans, 2007).

In the more remote areas, some accommodation was developed close to the scenic attractions, mostly at road heads. For example, the government established the accommodation at Cynthia Bay on Lake St Clair in c.1890, and Waldheim below Cradle Mountain was established as a private mountain lodge in 1912 (by Kate & Gustave Weindorfer) (McConnell et al 2005). According to Haygarth (1998) the idea in the case of Waldheim in part came from the type of mountain hostels found in the European Alps, but the Weindorfers were also influenced by the opening up of Mount Buffalo in Victoria to tourist parties with tourist accommodation being provided there.[52] It is likely that the short walks around the nodes such as Cradle Mountain and Lake St Clair were established at this time, at least as routes or informal paths.

A set of huts was also built at Lake Fenton at Mount Field between 1911 and 1929 for scenic tourism and recreational purposes. The first hut, a small split timber hut with a hipped corrugated iron roof was built in 1911 prior to there being a formed access track, and remained the only hut (although there may have been an associated stable) until 1917, when the National Park Board decided to consolidate Lake Fenton as the primary site for tourist infrastructure, and constructed a pack track to the lake from Russell Falls. Between 1917 and 1923 an additional three accommodation huts were built, the original hut being used as the ranger's hut. By 1923 there was also a stables and a boat shed. Another two huts were built in 1927 – 1929. Although initially intended for general scenic tourism, from the early 1920s the huts were also important in providing

[48] *Albert Fergusson, who took guided parties north from his 'camp' at Cynthia Bay, operated from the 1930s up until 1947 (McConnell et al 2005).*
[49] *Moseley (1963) does not mention which caves these are, but they are presumed to include the present day Mole Creek Caves and Hasting Caves.*
[50] *According to Horne (2005, 155) the Tasmanian Tourism Association was formed to provide assistance, "including small amounts of money, to town improvement associations for public local assets, building public amenities such as shelters and walking tracks, and generally improving the accessibility of Tasmania's tourist spots".*
[51] *This accommodation place was possibly built in the late 1910s - early 1920s.*
[52] *This occurred in the 1890s – early 1900s (Harper 2007).*

accommodation for winter sports (Terry 2003 a). The c.1917 government built pack track from National Park to Lake Fenton is the first known example of the construction of a purpose built scenic tourism and recreational track in Tasmania, other than at Mount Wellington.

In the more remote areas tents were used, and existing miners, timber getters, stockmen and hunters huts provided an 'ad hoc form of tourist accommodation' as Haygarth (1998, 92) notes. These huts were basic timber huts with gable roofs. Mostly the huts were of split timber palings, but log cabin construction was not uncommon with examples being the Lea River Hut in 1905 (Haygarth 1998) and Dixons Kingdom Hut (pers obsv), both located in the Central Plateau area. At least one hut is known to have been established at this period for the use of guided tourist parties. This was Du Cane Hut (now on the Overland Track) which was built in 1910 by Paddy Hartnett (Cubit & Haygarth 2010).

Interestingly, in the first part of this period there was no accommodation provided on Mount Wellington, Woods Hut appearing to have fallen into disuse (at least commercial disuse) in the 1870s. New accommodation, more up-market than elsewhere in the State for its type, did however exist from 1907, when the 'Springs Hotel' was built. This was a private initiative, strongly lobbied for by Henry Dobson, a major local tourism promoter of the period, who also had a major financial stake in the hotel (McConnell 2007). At this period, privately owned hotels in natural recreation areas were quite unusual in the Tasmanian context.

There is no information on the building of private recreational huts in natural areas in Tasmania in this period, except for the small rustic timber huts built on the lower and mid-slopes of Mount Wellington (see Section 1.2 of the main report) and at Cradle Valley. The private accommodation at Cradle Valley was built in the early 1900s and included the large rustic timber hut, 'Waldheim', built by the Weindorfers (1912), that later was used by them and then later by the Connells for visitor accommodation, and the slightly later (1923) Mt Kate House, plainer but also in timber, that was built by Ronald Smith (Haygarth 1998)[53]. Ronald Smith was a close friend of the Weindorfers, and lobbied strongly with the Weindorfers for the area to be made a national park (Haygarth 1998, Harris 2003). Both Mount Kate House and Waldheim are extant today, but Waldheim has been extensively re-built.

Long Distance Recreational Walking, Increased Leisure and the Motor Car (c.1920 on)

From the 1920s on, there appears to have been a shift in the focus of outdoor recreation in Tasmania from the urban fringes to the more remote areas of Tasmania. Initially, this appears to have grown to a large extent out of the earlier and ongoing efforts of tourism and 'wild and natural Tasmania advocates' such as James W. Beattie, E.T. Emmett and Henry Dobson, who were active in promoting Tasmania from the 1880s. As Henry Reynolds (in Alexander 2005, 461) notes, the early 1900s tourism promotion "enticed [visitors] by images of mountains, lakes and wild rivers. It was place, not people or Tasmanian Society, which made the Island worth visiting".

This tourism interest appears to have consolidated in the 1910s and 20s, however in spite of the efforts of the Government Tourism Bureau (established in 1914) the interwar period (c.1914 – 1940) was a period in which tourism to Tasmania dropped. The main factors in the falling off of interstate tourism appear to have been reduced transportation to Tasmania, the Depression of the late 1920s – early 1930s, and World War I (Mosley 1963). Interestingly however, the interest in short and long distance outdoor recreational walking built rapidly post World War I across Australia, including in Tasmania, so much so it has been termed the 'Interwar Hiking Craze' by Harper (2007). Harper suggests that the growth of interest in recreational walking in the interwar period was, among other things, a post-World War I recovery phenomena, with people seeking positive activities and attempting to rebuild a healthy nation after the losses of the war.

In Tasmania, the consolidation and growth of recreational walking in the bush, as long distance or shorter walks, is also likely to have been in part a post-WWI reaction, but is thought to have stemmed mainly from an increased interest in Tasmania's natural scenic attractions and to be a natural growth of the recreational walking interest of the early 1900s. The creation of a more extensive road network, public transport and large nature conservation areas from the 1910s to 1950s (Mosley 1963, Mendel 2003), also are likely to have

[53] *Major Smith was the father of Margaret Connell (nee Smith) who with her husband Lionel took over the running of Waldheim after the death of Gustav Weindorfer (Harris 2003).*

provided an incentive and the means to go further afield for recreation. From the 1940s, this focus on the areas away from the cities and towns became much stronger, as public ownership of motor cars became common, giving people the means to easily travel outside the cities and towns.

It is in the interwar period that long distance, overnight walking in natural environments (that we today term 'bushwalking') really took off in Tasmania. This is reflected in the establishment of the Hobart Walking Club in 1929 and the later (1946) establishment of the Launceston Walking Club (Jetson 1989, 96).[54] This is a relatively late date for early walking club formation in the Australian context where the first walking clubs formed from the 1890s to c.1910 (Harper 2007). Mosley (1963, 194) suggests that this was in part due to "the fact that the Tasmanian Field Naturalists Club had for many years catered for the requirements of walkers".

The 1920s was also a period when skiing and snow sports generally took off in Australia (Harper 2007). In Tasmania this occurred at about the same time, with the Government Tourism Board launching winter sports in highland areas in 1922 (Mosley 1963). The government's focus for this was Mt Field, with additional huts built at Lake Fenton (Terry 2003b), but informal ski fields were also established on Mount Wellington at this time (Mosley 1963, McConnell & Handsjuk 2010). Two private ski huts were also built in the snowfields at Mount Field at this time. These were Twilight Tarn Hut, built in 1926/7 and Lake Newdegate Hut, built in 1935/6, both built by the Ski Club of Tasmania (Terry 2003 c&d).

Twilight Tarn is understood to be the earliest privately built ski hut in Tasmania. It was the first ski hut to be constructed by the Ski Club of Tasmania, which was formed in mid-1926 (with the aim of building a ski hut at Mt Field). The Ski Club of Tasmania then built Lake Newdegate Hut as a second ski hut at Mount Field in 1935/36. In the intervening period two ski huts built at Ben Lomond - Carr Villa in 1932 and Himminborg in 1933 (Terry 2003c). Terry (2003 c&d) comments that an analysis of early Tasmanian ski club hut construction reveals that their initial development followed a two stage pattern from comfortable low altitude, early timber huts to smaller more basic huts closer to the more reliable snow, and comments that this pattern is evident at both Mount Field and Ben Lomond.[55] Luckmans Hut and Wellington Hut, the two ski huts on Mount Wellington, built in 1938 and 1939/40 respectively, are slightly later, possibly not considered until there was road access (provided by the Pinnacle Road in 1937), and at least Luckmans Hut was different in style, being largely of stone construction.

There also continued, however, to be considerable interest from tourists in viewing places of scenic beauty from road heads, and in enjoying short walks in scenic locations. One of the key factors in this was the significant expansion of reserves in Tasmania in the late 1930s and 1940s, as tourism was seen as an important part of the answer to Tasmania's economic woes of the Great Depression (Quarmby 2003). Additional interest in outdoor pursuits in Tasmania was generated by the National Fitness movement (McConnell et al 2005).

In the interwar period recreational walking in Tasmania appears to have been something largely undertaken by Tasmanians, and this strong local interest in outdoor recreation appears to have continued to the present. Mosley's (1963) data on shack use in Tasmania illustrates the development of interest in outdoor recreation generally, with few examples of private 'shacks' (weekenders) known prior to World War I,[56] but with shack development starting post-War and growing until World War II, where it virtually ceased, then starting again and growing, peaking in the 1950s. The scale of ownership of shacks is telling, with some 3,800 occupied shacks known to exist in 1963 (Mosley 1963, 110).[57]

The primacy of Tasmanian based recreational walking and scenic interest in the interwar period until the c.1960s appears to have also strongly influenced the way in which infrastructure was developed for these more specific uses from the 1920s to the 1970s (McConnell et al 2005), with most accommodation, if not tracks, more oriented to simple outdoor recreation, and mostly provided by the government as opposed to commercial interests. From the 1930s to 1970 (when the Parks & Wildlife Service was created), the government, through

[54] *The Southwestern Expeditionary Club, formed in 1924 for the purpose of making the southwest corner of Tasmania better known to the public, which included a number of well known later bushwalkers, is considered to be a forerunner of these Tasmanian 'bushwalking clubs' (Sims 2003).*
[55] *No information was available for Cradle Mountain where ski huts may also have been established*.
[56] *Interestingly this is the end of the main period of private hut building on Mount Wellington.*
[57] *For a state population of less than 500,000.*

the Scenery Preservation Board, was responsible for the development of most of the recreational facilities in the larger more remote conservation areas in the State. This was mainly day use tracks and accommodation located at road heads, and included the hut accommodation at Cradle Valley, Cynthia Bay and Mount Field. (McConnell et al 2005).

From the 1920s to the present, government accommodation was maintained and developed in a number of reserves in Tasmania. At Cynthia Bay Albert Fergusson had a private commercial 'tent camp' during the 1930s to 1947,[58] which was replaced in the period 1956-68 by rustic vertical board public accommodation huts, of which 'Mimosa' is the only surviving example (McConnell et al 2005). In the 1920s most of the public huts were constructed at Lake Fenton, at Mount Field, and the suite included a boat shed, a stables and an earlier ranger's hut (Terry 2003b). These were replaced in 1940 by a set of rustic, vertical board public huts at Lake Dobson (known today as the 'Government Huts') when Lake Fenton was dammed and the huts there were to be inundated (Terry 2003a). In the early 1960s rustic vertical board public huts were also established at Waldheim in Cradle Valley (Haygarth, pers comm cited in McConnell et al 2005)[59]. Interestingly, the 1940 public huts at Mount Field were the only Depression period public accommodation huts known to be built, but they were not built with Depression employment relief labour[60], although the Lake Fenton road, which largely overprinted the 1910s government tourist pack track, was built using unemployed labour in 1934-37 (Terry 2003a & b).

There is no information available for walking track construction in these more localised use areas. It is assumed that short walks were already developed in the earlier, 1890-1920 period, or that short walk tracks were developed at the same time as the accommodation. The only information for short walk track building in this period is for Mount Wellington (this study) where the existing system was significantly augmented by several new tracks, mainly new scenic or connecting tracks, which were built between 1930 and 1932 using Depression labour relief workers.[61] These tracks were the initiative of the Hobart City Council who also supervised and partly funded the works. These tracks were seen as not only providing more recreational opportunities for locals, but were seen as providing an irresistible scenic experience for interstate and overseas tourists.

Long distance, overnight bushwalking however operated very differently to the public transport and car based tourism industry, discussed above. As indicated in the *Tasmanian Tramp*, the journal of the Hobart Walking Club, the interest of long distance walkers was primarily in long exploratory trips throughout Tasmania's undeveloped natural areas, with an obvious interest being in exploring places impossible to get to other than by long walks on foot. The focus of the bushwalking of the period was mainly the remote, forested and alpine, undeveloped terrain in central and western Tasmania, which today is a core part of Tasmania's vast national park complex and the Tasmanian Wilderness World Heritage Area. Key destinations were scenic features, frequently remote mountain ranges and peaks (eg, the Arthur Range and Frenchmans Cap).

Where possible pre-existing tracks such as the Port Davey Track from Maydena to Port Davey and the related tracks from the Huon (on the Picton River) via the Arthur Plains to Port Davey were used, although they were not formally recognised as walking tracks until the mid-late 1900s. The first long distance (ie, overnight) purpose built walking track in Tasmania was the Overland Track, which was constructed using volunteer labour in 1935-37,[62] although sections used were based on various earlier routes and sections of pre-existing tracks such as the Mole Creek Track (or Innes Track) (Bannear 1991, Brown 2011).

From the late 1930s to the 1960s, only a few long distance walking tracks are understood to have been constructed, and these were mostly built by various local bushwalking groups. It is likely that WWII was a

[58] *Tent camps of this period appear to be very unusual in Australia, but appear to have been a more common phenomenon in the USA from c.1900 to the 1930s (see Section 4, below).*
[59] *Haygarth (1998) however indicates that these huts were built in the 1950s.*
[60] *The Lake Dobson huts were built by the Hobart City Council by arrangement with the state government who managed Mount Field (Terry 2003).*
[61] *A small number of tracks were also upgraded, most notably the 1903 Pinnacle – Zig Zag Track (this study).*
[62] *Haygarth (1998) describes the track as being cleared and marked in 1931 (in 2 weeks) by Bert Nichols (a local resident of the Forth area, plus some volunteer walkers, and then re-cut in 1935 by the Connell in the north and Nicols in the south at this time creating a 'horse track'.*

significant factor in this, but the number of earlier exploration and resource exploitation tracks that could be used, coupled with a strong interest in alpine areas that were relatively easy to travel in without tracks were also likely to be significant factors. Long distance recreational track building was invigorated however when the Parks & Wildlife Service was created in 1970. Soon after its establishment, the Service started on a program of walking track building in the key parks, which has continued to the present day. Like the first long distance walking track, the Overland Track, many of the new tracks built since 1970, also follow, at least in part, earlier routes and tracks.

In Tasmania, long distance walking has traditionally relied on the use of tents and has not been hut based. Other than on the Overland Track where there are both public and commercial huts dating to the PWS period of management[63], very few huts are used by walkers on the other tracks in Tasmania. The hut on the slopes of Mount Anne, the hut at Cooks Beach at Freycinet, and the snarers and cattlemen's huts on the Central Plateau are some of the very rare examples of other huts used by long distance bushwalkers.

The Depression of the late 1920s – 1930s

In Tasmania, as elsewhere in Australia, the huge unemployment of the Great Depression led to government subsidised and funded relief work programs for the unemployed, particularly for married men with families to support. In Tasmania these employment programs are known mainly for the major infrastructure projects such as the Tin Dish Deviation on the Hobart – Launceston Railway Line and the Pinnacle Road on Mount Wellington that were carried out (Matthew Cloudsdale, in Alexander 2005). There were however other roads built in Tasmania using Depression employment relief labour, and a number of these improved access to Tasmania's reserves and scenic areas. As well as the Pinnacle Road, such roads included the Lake Fenton road and the road to Cradle Mountain. There was also a proposed road to Hartz Mountain which was not built (Haygarth 1998, Terry 2003).

Also less well known are the smaller relief employment projects, which included the construction of a significant number of walking tracks and some associated timber and stone shelters on Mount Wellington on its eastern face. In Cataract Gorge Reserve, most of the early 1890s 'primitive' rustic huts along the Cataract Gorge Track were replaced in 1927 by stylised rustic huts constructed in concrete. Although these huts and considerable other new recreational infrastructure development in Cataract Gorge Reserve were constructed in the late 1920s – early 1930s, there is no mention that these works were undertaken as Depression relief employment projects. No other Depression relief employment recreation facility development projects are known in Tasmania.

In spite of these hopeful tourist enterprises there was, as Mosley (1963) notes, a downturn of tourism in the Depression years. This is indicated by the fact that the government tourist accommodation 'houses' at Lake Leake, Great Lake and Interlaken closed in the Depression, and only re-opened post-Depression (Mosley 1963).

3 Historic Recreation & Infrastructure Development in Australia

Introduction

Although the history of the development of natural area and scenic tourism and recreation is different in different parts of Australia due to different conditions and regional histories, they are as Harper (2007) notes, focussed in southeastern Australia, and are also broadly similar as they appear to have been influenced by the same key, Australia-wide, and in some cases global, factors (Horne 2005, Harper 2007). Tasmania generally appears to be part of this Australian history. This evolution is traced by Horne (2005) in her book *The Pursuit of Wonder*. The evolution is also traced in the *Way of the Bushwalkers* by Harper (2007), but from the perspective of bushwalking, not tourism.

[63] *There were some earlier huts such as the historic Du Cane Hut, built in 1910 by Paddy Hartnett (see above), but Du Cane Hut and most of the others are now no longer used or have been reconstructed by the PWS.*

According to Horne (2005, 5), "the evolution of ideas about wonder in scenic Australia in the nineteenth century ... had far reaching social and cultural effects, and in its wake helped create not only a tourist industry, but also an enduring interest in the natural environment". The development of recreational walking in Australia, a dominantly bush based activity can be seen to emerge from similar roots.

It is also important to recognise that walking/rambling for pleasure was a well established British activity by the late 1700s, and by this time had "moved from being a pursuit of the aristocracy to become a recreation that was part of the fabric of everyday life for the upper middle class" (Harper 2007,6). This recreational walking served many different purposes - it "served as a time for conversation and for solitude, for exercise and for fresh air. It could also be a moment to botanise, an alternative and adjunct to hunting and a means to enjoy and to cultivate a taste for nature and for landscape", and continued to serve these multiple purposes well into the 1900s (Harper 2007, 6).

The various sources on scenic tourism and outdoor recreation suggest that there were a number of phases in the evolution of recreational walking in all its guises – an initial growth from European settlement to c.1880, then a period of rapid growth to the 1910s including the development of interest in a variety of forms of outdoor recreation. This was followed, in the period between the two world wars, by a decline in tourism, presumably largely due to the Depression, but a marked growth in recreational walking. This interest appears to have fallen off by World War II and did not recover to the same levels post war, although a strong interest in recreational walking continued, more as long distance bushwalking, than as short scenic walks.

Harper (2007) does not only look at the development of recreational walking in Australia, but she also looks at why people walked for recreation. A review of Harper 92007) suggests that the key reasons people walked for recreation were –

- as a form of colonial exploration (early – mid 1800s)
- in lieu of the 'colonial walking tour in Europe' (mid 1800s)
- colonial adventuring (mid – late 1800s)
- in search of the Australian and unusual
- scenic excursions
- Romantic influences and motivations
- escape from cities and industrialisation (late 1800s on)
- delight in nature / spiritual connection (late 1800s on)
- social and intellectual intercourse (late 1800s on)
- exercise and fitness (late 1800s on)
- nature and wilderness appreciation (mid 1900s on)

In Horne's (2005) view, the actual walking tracks created for access to scenic locations are an import part of the story of the evolution of recreational walking in Australia: "Tracks and paths were central to the organisation of tourist views (as they still are), the physical means of entry to see sights and experience wonder. Behind their development lie many stories of civic duty and sensibility in opening up these sights to the people. Their development also encapsulated an optimistic spirit, a celebration of the natural attractions for being natural" (Horne's 2005, 151).

The relationship of the history of tourism and recreation to the development of tourist and recreational infrastructure, in particular the tracks and bush huts, is however even more poorly documented than the history of scenic tourism and recreational walking in Australia and, with a few exceptions (eg, the Blue Mountains (Smith et al 2006)), appears not to have been researched in detail. The following discussion relies on the generalist literature (Horne 2005, Harper 2007), the small number of area specific studies, in particular an overview of the history of recreation in Victoria (Doyle 1999), two Victorian 'Ash Range' studies (Griffiths 1992, Tucker 1993), the Blue Mountains historic walking tracks study CMP (Smith et al 2006) and a heritage study of the Adelaide Hills (Smith et al 2006), select heritage register entries, and the author's general knowledge.

The Colonial Period, settlement to c.1880

Horne (2005, 5) comments that "the evolution of ideas about wonder in scenic Australia in the nineteenth century ... had far reaching social and cultural effects, and in its wake helped create not only a tourist industry, but also an enduring interest in the natural environment". The development of recreational walking in Australia, a dominantly bush based activity can be seen to emerge from similar roots.

Although most European settlers in early Australia travelled on foot, with horses being largely for the well-off for work – exploration, agriculture, timber getting and transport generally, there were also those who walked for pleasure. The first identified purely recreational walking in Australia are overnight camping trips in the bush around Port Jackson undertaken by George Worgan in 1788 (Harper 2007). Such walking in the bush purely for pleasure in the early years of settlement however appears to have been rare.

According to Horne (2005), most of the nineteenth century in Australia was pre-occupied with finding and developing access to local scenic attractions. This interest in the scenery of Australia, or this 'pursuit of wonder' as Horne terms it, was derived from the European experience, in particular the concept and central place of the Sublime engendered by the Romantic views of the time (and late eighteenth century) (Horne 2005, Sheridan 2010). There also appears, at least from the mid-1800s, to be an interest in exploring the novel nature of the Australian scenery, a previously unknown type of scenery very different to that of Europe, although Harper (2007) comments several times that much of the mainland Australian bush was regarded as exceedingly dreary and without merit. Because of the distinctively Australian nature of much of the scenery, early travellers really only saw the Snowy Mountains and the Tasmanian mountains as having a similarity to the European Alps (Horne 2005).

Because of the European influence, in particular that of the Romantic Movement, "nineteenth-century tourists in Australia [were] fashionably interested in tree fern gullies and picturesque mountains" (Horne 2005, 3). Notable places with ferns in the 1800s were the sandstone escarpments of the Blue Mountains in NSW, the Dandenongs and Mount Wellington (Horne 2005). Horne (2005, 262) notes the special importance of Mount Wellington in this respect - "Travellers could combine in the one trip up Mount Wellington the requisite experiences of a successful tour – sublime mountain views and luxuriant ferns."

Large trees also seem to have been scenically important in the 1800s, at least in Tasmania in the Hobart area (Sheridan 2010), in the Dandenongs and 'Ash Ranges' (or Yarra Ranges) northeast of Melbourne (Griffiths 1992, Doyle 1999) and in southwest WA in the Karri forest (Horne 2005). So also do waterfalls appear to have been major tourist attractions, with the earliest made scenic tracks in Tasmania, Victoria and NSW being tracks to waterfalls (Wellington Falls, Steavensons Falls, Wentworth Falls and Govetts Leap).

In most cases, access to these natural features was by pre-existing track (Harper 2007). Much of the terrain in which these scenic features occurred was relatively rugged and undeveloped, and it was no easy feat to establish tracks. In only a few cases until c.1890 were tracks made specifically for tourism, either to access the features discussed above, or for gaining summits, presumably for the views. These appear to have used existing tracks to the extent possible, and to have had as little construction as possible, the most common tracks being simply cut and signed routes with minimal, if any, construction.

There also appears to have been limited accommodation for walkers during this period, and no purpose built accommodation. Tourists and walkers who were away overnight appear to have been accommodated at inns on nearby roads or at nearby towns. Or, for the small number walking in remote untracked country, the only accommodation was the tent carried by the walker, although in some places miners, pastoralists or other land owners' huts may have been available on occasions. In the Blue Mountains, there was considerable private land ownership and those with the means to buy land in this area were able to build cottages and residences on their own land. Many of the wealthy landowners in this area not only built their own houses, but they also built their own private recreational walking tracks (Smith et al 2006). The situation appears to have been much the same in the Yarra Ranges in Victoria, except the area was settled slightly later (Griffiths 1992, Tucker 1993).

From European settlement until the late 1800s, recreational walking appears, with a few exceptions (eg, Mount Gambier, SA), to have been largely confined to scenic locations on then urban fringes, or at least easily

accessible from the major population centres, for example the Blue Mountains out of Sydney and Mount Wellington and Cataract Gorge in Tasmania.

Discovering Australia, c.1880 – 1910s

Australia is considered to have become part of global tourism only "in the last few decades of the nineteenth century, specifically when Thomas Cook established a commercial interest in the possibilities of local touring" (Horne 2005, 5). This, to the 1910s, is also the period that saw a major growth in recreational walking in Australia.

A key part of attracting tourists was promotional material. This took the form of guidebooks, locality guides and pictorial material such as paintings and photographs. In Horne's (2007) view, the greatest stimulation to tourism was the writings encapsulated in the guidebooks. Locality guides and images were also seen as important, with well known landscape photographers of the period engaged to produce the images – JW Beattie in Tasmania, JW Lindt in the Yarra Ranges and Nicholas Caire at Mount Buffalo (Griffiths 1992, Haygarth 1998, Harper 2007). Numerous postcards were also produced by these landscape photographers and other studios, but the importance of these does not appear to have been assessed.

As various studies (eg, Mosley 1963, Griffiths 1992, Harper 2007) indicate, this growth was not only due to promotion, but was significantly a consequence of the expanded transport network, both roads and railways, in Australia. By c.1880 the railways stretched from the main cities to a number of scenic locations, for example the Blue Mountains in Sydney and the Dandenongs in Melbourne, meaning that trips to these locations could be achieved in a day or at least a weekend, and was affordable for many Australians. Roads similarly allowed for regular and affordable coach services to many locations in city hinterlands, and sometimes slightly further afield. Mount Buffalo in Victoria, promoted as the 'Switzerland of Australia' (Harper 2007, 26), is an example of the opening up of a more remote location with major scenic values at about this time (1880s), with railway access to Wangaratta then road access to the base of the mountain plateau, with consequent development - in this case private tourist facilities offering accommodation, walking access to the plateau, guided tours to the plateau and short walks and camp accommodation on the plateau and (Harper 2007).

The geographic expansion of recreational walking in Australia is a key feature of this period although recreational walking continued, and grew, in the areas that had become popular earlier closer to the major cities. Although walking was now occurring commonly in more remote areas, it was still focussed on the types of scenery valued by the Romantic Movement. Mountains and mountainous terrain in particular were popular. This interest in mountain terrain appears to have also been generated by the perception that relaxation in mountain areas and mountain air was healthy (Griffiths 1992, Harper 2007). In part this is would appear to be a reaction to the increasing congestion and industrialisation of the cities, with undeveloped mountains being seen as clean, peaceful places to escape to (Harper 2007).

By the early 1900s key scenic attractions in Australia, all of which had recreational walking associated, were (Mosley 1963, Horne 2005) –

- the Blue Mountains, the Wellington and Jenolan Caves, and Mount Kosciuszko in New South Wales,
- Mount Buffalo, the Dandenongs/Yarra Ranges, and the Gippsland Lakes in Victoria,
- Mount Wellington, the Central Plateau and Lake St Clair in Tasmania,
- Mount Lofty, Mount Gambier, and Naracoorte Caves in South Australia,
- The Porongorups in southwest WA, and
- Mt Tambourine and the Glasshouse Mountains in Qld.

The Blue Mountains appear to have been the most developed of these areas at this period. Harper (2007, 45) comments that the main development in the Blue Mountains was in the 1880s and that "by the turn of the century the Blue Mountains had been transformed into arguably Australia's premier tourist resort". Smith et al (2006, S2C-34) make the comment that the Blue Mountains was "a dozen 'Bundanoons' in close proximity vying against each other to attract tourists", indirectly suggesting that it was this competition that to some extent drove the extensive track building in the Blue Mountains.

Hotels and guest houses developed and flourished in this period, providing accommodation for those who ventured out of the cities for the weekends or for longer holidays in the scenic mountain areas. This period saw the development of guesthouses and hotels for this market, and also saw the peak of this type of accommodation. The main areas in which this occurred were the Blue Mountains, Bundanoon south of Sydney, and in the Yarra Ranges in Victoria (Tucker 1993, Smith et al 2006, Harper 2007). In areas such as the Blue Mountains there was insufficient accommodation for those who flocked to the area, and significant numbers of people were accommodated in rental cottages (Smith et al 2006). All this accommodation was private commercial accommodation located outside of the reserves and scenic areas. Some areas of specific scenic interest however, for example caves, that were harder to get to from the cities and towns, had on-site guest houses or 'lodges'. These were mainly established in the late 1800s to mid-1900s. There is no mention of private huts within reserves or forested (natural vegetation) areas in this period in the Australian context.

As Harper (2007) notes, not only did the locations of walking expand in the 1880s, but it was also the time at which overnight recreational walks started. Some of these were on made tracks, and some were in untracked terrain, some with guides, but most commonly these longer walks made use of existing roads. Some of the earliest purpose built long distance tracks are the 1884 Six Foot Track in the Blue Mountains which was a 1 - 2 day walk, and the 1906 Yarra Track from Warburton to Mt Baw Baw in Victoria which was a 4 - 5 day walk (Harper 2007).

Although walking clubs did not become popular until the 1920s, the 1880s also saw the formation of the first walking groups. The earliest Australian walking clubs were (Harper 2007) -

- Bright Alpine Club, Bright, Vic, 1883 (or 1887)
- Wallaby Club, Melbourne, Vic, 1894[64]
- Melbourne Amateur Walking and Touring Club (MAWTC), 1894 (post Wallaby Club), Melb.
- Warragamba Club, NSW, 1895, and
- YMCA rambling clubs, Sydney & Melbourne, 1898.

Harper (2007) also notes that these walking clubs, while interested in existing walking areas such as the Blue Mountains and Yarra Ranges, were also interested in long distance walks in more remote and unvisited 'back country' areas. By 1910 she notes that these walking clubs were conducting walks, largely in untracked terrain, in locations such as Wilson's Promontory, the Otway Ranges and alpine areas of Victoria, including Mt Bogong, and in the alpine areas of NSW. Harper however notes that some of the impetus for 'back country' walking came from the back country settlers, giving as examples Gustave and Kate Weindorfer at Cradle Mountain in Tasmania, Guide Alice and her family at Mount Buffalo in Victoria, and Robert Collins in the McPherson Ranges (Lamington National Park) in Queensland.

The long distance walks were mainly tent based or used existing huts of pastoralists, miners or timber getters where they occurred. During this period only the Yarra Track is known to have had huts built along it (1907), with three 2-roomed huts being constructed along the track by the government and fitted out with stretchers and some kitchen utensils (Tucker 1993, Harper 2007).

Two World Wars and a Depression, 1910s – 1940s

The mid-1910s to the mid-1940s appears to be a period when tourism based outdoor recreation waned. Two reasons are given for this - the Depression of the 1920s and 1930s, and a shift of recreational interest from the mountains to the sea (Griffiths 1998, Horne 2005). This period however saw the development of a massive interest in recreational walking in all forms, so much so that Harper (2007) terms this period the 'Interwar hiking craze'. According to Harper (2007, 169) "walking in the bush became a mass entertainment, vigorously promoted by the railways and the popular media as a new, fun and modern activity for youth". This was a world wide phenomenon, with similar developments in North America, Western Europe, Great Britain and New Zealand.

[64] *This club survived long term to become the longest serving organisation dedicated to walking (Harper 2007).*

Harper (2007) attributes this broad popularity of recreational walking in Australia to a range of factors, including a post-WWI need for health, more interest in outdoor activity via the Boy Scouts, and youth with a better understanding and appreciation of the Australian bush due to the introduction of nature studies in schools from 1902 and the availability of books about the Australian bush such as the May Gibbs books. The other stimulus, also discussed by Harper is the number of organised walks, often commercially sponsored or run. In 1932 state railways throughout Australia, often in partnership with a commercial sponsor, held annual organised walks near to major cities, which were accessed by train. These were a huge success, with hundreds of people participating in Hobart and Brisbane, and thousands of people in Perth, Adelaide, Sydney and Melbourne. In the third year of these railway walks, 8,000 people participated in one Sydney walk (requiring 12 trains!) (Harper 2007). Department stores, who sold clothes and shoes for walking, also were major organisers and ran walks through their own walking associations, with some stores having their own employee walking groups. However by 1936, the craze was over, and walker numbers significantly diminished. No reason for this is given by Harper.

Although much of the walking craze activity used existing walking tracks and roads, a number of purpose built tracks, both short and long distance were constructed in this period. The Overland Track in Tasmania for example was a long distance track built using volunteer labour, while an extensive track building program was begun at Binna Burra in southern Queensland by the private 'Queensland Holiday Resorts' company following a popular Easter camp. There is little available information about the accommodation that was used, but it appears that long distance walks continued to mainly be tent based, and sources such as Smith et al (2006) and Griffiths (1992) indicate that hotels, guesthouses and cottages continued to be used, although Griffiths (1992) notes there was a major decline in the use of guesthouses in the Yarra Ranges area during the Depression. Griffiths (1992) also comments that guest house use, at least in the Yarra Ranges, came largely to an end post-World War II, mainly a result of people deserting the mountains in favour of the sea.

Some of the track building at this period was facilitated by funds for the relief of Depression unemployment. There is limited information on the recreational infrastructure built using Depression employment relief labour, but a number of walking tracks are known to have been built under these schemes in the Blue Mountains and on Mount Wellington, and in both places a number of recreational shelters were also constructed using employment relief labour (Smith et al 2006, Harper 2007, & this study). According to Griffiths (1992, 24) in c.1933 a large amount of forestry regeneration was undertaken in the Yarra Ranges by 'hundreds of unemployed youths' as part of Depression employment relief, however he does not mention any tracks or other recreational infrastructure building at this time, as occurred in the USA during the Depression (refer Section 4).

Summary Information from Recreational Track and Hut Development Case Studies in Mainland Australia

South Australian Case Study – The Adelaide Hills

"The Mount Lofty Ranges ... have long been valued for contributing to the aesthetic amenity of the city of Adelaide", as well as being an important resource extraction area (Smith & Pate 2006, 2). As such the Adelaide Hills appear to have a similar relationship to Adelaide as Mount Wellington does to Hobart.

According to Smith & Pate (2006) from within a year of the settlement of Adelaide in 1836 the Adelaide Hills were producing timber, bluestone and sandstone, and within a few more years slate was being quarried and there was extensive prospecting. There was land clearing for agriculture and roads were being pushed through 'the Hills' within a couple of years of settlement. From 1836 through the nineteenth and twentieth centuries the residents of the Adelaide plains 'sought refuge from the summer heat in the cool valleys of 'the Hills'', referred to as early as 1836 as 'those enchanted hills' (Smith & Pate 2006, 2). As well as being an escape from the heat of summer, parts of the western hills face were also valued by the people of Adelaide for their natural environment and for recreation. Smith & Pate (2006) comment that creeks and waterfalls were the most popular features, in particular for 'picnic' outings.

The earliest reserves in the state were located on the western face of the ranges. Three public reserves for recreation and conservation were created in the 1880s (1884 – 1889), and a fourth, Belair National Park, was

created in 1891 as a public park (Smith & Pate 2006). Belair was the second 'national park' to be declared in Australia, and the tenth in the World (Tamblyn 2006).

Belair National Park was created out of the 2,000 acre Government Farm in the Hills, which from 1860 to 1875 included "a small vice-regal hills retreat". The national park was created after "a concerted public campaign in the 1880s to prevent its sale by the Government and to retain it as a national pleasure ground for the people" (Tamblyn 2006, 205). The Park included recreation areas which were developed in the first twenty years and mainly located in the cleared, disturbed valleys, which were "very popular with the public of Adelaide"; and some natural area was left for "the enjoyment, study and conservation" of the natural elements (Tamblyn 2006, 205).

The Park, which is 13 km from Adelaide, has a 1870s railway line from Adelaide crossing it, with a station at Belair National Park. Walking paths run from the station into the Park, and in 1887 a picnic area and a maze was created at Belair Railway Station. In the Park ovals, tennis courts, pavilions, refreshment kiosks and arbours were also built, with twenty rustic picnic arbours being built in the first twenty years of the Park, and with many of the more substantial pavilions constructed in the early 1900s (c.1900 to 1930s)[65]. There was ongoing replacement of the buildings, including in the 1920s and 1960s (Tamblyn 2006, Smith & Pate 2006). According to Tamblyn (2006) one early pavilion was replaced in 1928 and was enlarged at this time to accommodate 550 people. This provides an interesting comparison with Wellington Park where four years later a new picnic shelter was built at the Springs and extolled for its ability to accommodate 'several hundred people'.

Mount Lofty, in the Adelaide Hills just north of Belair National Park and only 11 km from the centre of Adelaide, although at 710m asl considerably lower than Mount Wellington, provides a good parallel with Mount Wellington as major scenic feature and view point on the edge of a city. It has a similar history of use, being known to have been first climbed by Europeans in 1831 a few years prior to settlement, then climbed regularly from 1837, the year after settlement (Piddock & Martin 2006, Smith & Pate 2006). Piddock & Martin (2006) comment that the first climbing of Mount Lofty post-settlement, aimed at ascending to the top but visiting the 'First Waterfall' on the route up, set the focus of the 'excursionists' that followed. This suggests that the walking route up Mount Lofty has been much the same route since 1837.

The first mention of the existence of constructed tracks is work by the government and local council, who in c.1884, immediately following the creation of the reserve, "began various upgrading and improvements of the precinct, improving the road access, [and] the pathways to the first and second waterfalls" (Piddock & Martin 2006, 232). Piddock & Martin (2006) also note that there were ornamental plantings established at this time.

It is understood that there was road access to the summit at least by this time, which is considerably earlier than road access to the summit of Mount Wellington. The first shelter at the summit, 'an ornamental wooden structure', is understood to have been erected in 1865, somewhat later than at Mount Wellington. The first structure however to be erected on Mount Lofty was a trig station (date not given), which like Mount Wellington was initially a timber pole (Piddock & Martin 2006).

Victorian Case Study – The Ash Forests (Yarra Ranges)

Tucker (1993, 6-7) succinctly sums up the history of tourism and recreation in Victoria in this excerpted comment – "The history of popular tourism and recreation in Victoria has largely been formed by mobility, money and fashion. ... The railway enabled people to get out of Melbourne into the nearby hills where they could stay for a while at exclusive and simple guest houses. The more adventurous could walk from a railway station into the bush and camp out. As more people acquired automobiles and roads improved, people holidayed further and further away from home. ... the beach gradually drew people away from the mountains. ... A growing interest in bushwalking and, especially, skiing has bought people back to stay in the Mountains for extended periods." This history also reflects the history of the Ash Ranges of Victoria.

[65] *There is no information about whether any of the works in the late 1920s – early 1930s was Depression employment relief work.*

The 'Ash Range', now primarily encompassed by the Yarra Ranges National Park, is the area of Mountain Ash (*Eucalyptus regnans*) dominant forest to the north east of Melbourne and situated in part of the Central Highlands of Victoria. These magnificent forests are located some 50 to 80 km from central Melbourne, hence, after the Dandenongs and Mount Macedon, is some of the most accessible mountainous and forested terrain from Melbourne

The Ash Ranges have a similar history to other well wooded and watered areas nearby an Australian capital city, with the area being opened up for resource exploitation, primarily timber getting, and mining (focussed on the eastern margins), and for agriculture in the valleys (Griffiths 1992). The initial tourism and recreational interest in the Ash Ranges started in the 1860s, and fired by 'a fascination with large trees', water features and ferneries, this interest continued to grow through to the 1890s. This interest appears to have been sparked by those using the area for resource exploitation, with Griffiths (1992, 3) commenting that "in the 1860s and 1870s people were writing about the beauties of a wayside stop en route to the Victorian gold mines at Woods Point". By the 1880s, the area had become the natural recreational mecca for Melbourne (Horne 2005).

According to Griffiths (1992) the development of tourism in the area by the 1880s was primarily the result of the rapid expansion of Melbourne's population combined with the extension of the railways into this hinterland area (mainly for resource transport) which enabled the growing population to get out of the city and into a natural environment that was the antithesis of the city. Griffiths (1992, 76) cites the attractions of the period as being "sweet smelling fern gullies, fragrant bowers, giant towering trees, crystal streams and splashing cascades". Later (1890s – 1930s) the main reason for visiting the Ash Ranges appears to have been seeking cooler, healthier places in which to recreate and holiday (Tucker 1993).

As in other parts of Australia, this active interest in the natural environment was at its peak in the 1880s to the 1910s. Tourism and recreation in the Ash Ranges appear to have many parallels with the Blue Mountains and/or Mount Wellington. As well as having a similar evolution of tourism and walking, the area was promoted by photographers such as JW Lindt from early 1880s;[66] tourism promotion was via tourist offices with the first Victoriana tourism office opening in Melbourne in 1888; and the tracks used to access the scenic attractions were in the main existing track 'laid by gold prospectors, farmers, timber cutters and cattlemen (Tucker 1993), augmented by purpose built tracks.

According to Tucker (1993) one of the first purpose built access tracks was the walking track to Steavensons Falls near Marysville, which was built in 1866. This track continued to be used and is extant today. In 1972 the track was floodlit, something which also happened on some popular Blue Mountains tracks but somewhat earlier (ie, 1930s) (Tucker 1993, Smith et al 2006). The only other purpose built track in this area which is discussed in the literature reviewed is the Yarra Track which was the first purpose built long distance (overnight) track built in the area. This track, built in 1906 by the government (the Public Work Department (PWD)), ran from east of Warburton to Walhalla, and was in effect a 3 to 4 day walk. The Yarra Track in part used earlier mining related tracks. The Yarra Track also had three walker huts built on it (one each at (Yarra Falls, Talbot Peak and Mt Whitelaw) in 1907, also constructed by the PWD (Tucker 1993). These huts were clad with split palings and had corrugated iron roofs. They are no longer extant, having been burnt in the 1939 in Black Friday fires (Griffiths 1992).

The purpose built huts on the Yarra Track are the only known example in the area of purpose built recreational accommodation within the scenic environment prior to the 1920s. In the area in the 'bush' extant mining and pastoral huts were generally used for accommodation, and, as occurred on Mount Wellington, at least one tree was known to have been used for camping (Griffiths 1992). Most of the accommodation for the tourist and recreationalist however was private commercial accommodation located in the towns of the area, or less commonly at scenic locations along the main access roads. Some of this accommodation initially was built for those involved in mining in the region.

As in the Blue Mountains, guesthouses were the main form that this accommodation took, although some hotels were also established. According to Griffiths (1992, 81) "Guesthouses proliferated in the mountain

[66] *Griffiths (1992) notes that JW Lindt sold 25,000 prints of the Black Spur between 1882 and 1892, then built a Swiss chalet style guest house there in 1894.*

valleys, particularly between the wars. Healesville, Warburton, Marysville and the Dandenongs boasted stylish accommodation for thousands". Although guesthouses were popular from 1889 to 1955, as Tucker (1993, 2) notes, the " 'guest house era' began around the turn of the century and had its heyday in the 1920s", with a subsequent major down turn in the Depression (Griffiths 1992, Tucker 1993). Tucker (1993, 3) comments that "by the 1920s, Healesville was the guest house capital of Victoria", and at its peak had 50 guest houses. Cheaper accommodation also appears to have been desired, and it is of interest to note that Australia's first youth hostel was established at Warrandyte on the edge of the Ash Ranges (Griffiths 1992).

In the Ash Ranges, recreational walking and more general use was very popular through the 1910s and did not seem to be adversely affected by WWI. It appears however to have dropped off in the 1920s, although like other parts of Australia there was a resurgence of interest in the 1930s (Griffiths 1992, Harper 2007). The reasons for the 1920s down turn of interest is not clear, but Griffiths (1992) comments that the 1930s resurgence of interest is Depression related, with trips to the Ash Ranges providing an affordable holiday and some temporary relief from the difficulties of the period.

The most significant decline in tourism and walking based recreation in the Ash Ranges occurred after WWII. Griffiths (1992) and Tucker (1993) explain this as resulting from a major shift in interest from the mountains and forests to the beach for recreational outlet. It also appears to be tied into increasing private car ownership and the ability of people living in Melbourne to travel to a greater range of destinations, no longer restricted to destinations served by public transport, and enabling people to visit the Ash Ranges as a day trip. Interestingly, and supporting this view, is Tucker's (1993) comment that there was a brief upturn in (overnight?) recreational use of the Ash Ranges during and immediately after WWII, when there was fuel rationing. Another shift in recreational interest was also occurring at around this time, and this was the increasing interest in mountainous areas for snow sports, in particular skiing, in Australia from about 1920 (Harper 2007). Griffiths (1992) notes that this change was also occurring in Victoria, including in the Ash Ranges.

There is minimal information about the further construction of purpose built tracks in the Ash Ranges in this later period, including in the Depression. Tucker (1993) does note that there was some construction of tracks and huts in the Ash Ranges area from the 1920s, and indicates that these were built by bushwalkers. He notes that many of the huts were bases for skiing, presumably similar to Thark Hut, Collins Bonnet Hut, Luckmans Hut and the Wellington Ski Club Hut on Mount Wellington, also constructed in the 1920s-1930s. No mention is made of other specific huts or tracks built at this time in the Ash Ranges.

It is possible that tracks and other recreational facilities were built in the area using Depression employment relief labour as, according to Griffiths (1992, 24), there was a major youth employment forestry program started in the area in 1933 where "2000 acres of regenerated forest were purchased ... and handed over to the Forests Commission to provide forestry work for hundreds of unemployed youths who, it was hoped, would gain in discipline and character through their outdoor forest work'. This project is very similar to many Depression period youth employment projects undertaken in the USA by the Civilian Construction Corps, which also undertook the reconstruction of old, and construction of new, visitor facilities in forestry and conservation areas of the USA (refer Section 4).

Like the Blue Mountains and Wellington Park, the Ash Ranges were also important for urban drinking water supply, and this function and the tourist and recreational use of the area did not always mesh well. According to Tucker (1993) from the 1920s when the MMBW (Melbourne Water) took over large areas of land near Healesville and built the Maroondah Dam, the MMBW has had a policy of closed catchments. Tucker (1993, 5) notes that it took an act of parliament to keep the existing tracks open and allow public access on these in the dam catchment. He further comments "If the catchment was closed then popular tourist destinations like Condons Gully, the Mathinna Falls, and Mt. Juliet would have been inaccessible with disastrous effects on local tourism".

NSW Case Study – The Blue Mountains

The Blue Mountains has a well documented history of recreational use and development (Smith et al 2006)[67]. The Blue Mountains, which are situated between 50 km and 100 km west of central Sydney, appears to have been a major focus of natural area and scenic recreation since the early-mid 1800s.

The first recreation reserve in NSW, an area of 11,380ha, was created in the Blue Mountains in 1867. The scenery of the reserve at the time was compared with Yosemite Valley in the USA. By 1874, the area of reserve was 1,713 ha (significantly decreased from that originally proposed and gazetted in the 1860s), compared to c.636 ha for the rest of the State, most of which was located in the Sydney region. These reserves were managed by trustees, many being influential Sydney and NSW figures. And, for many years the funds to manage the reserves were provided as state government grants.

Early access to the scenery of the Blue Mountains was by track. Like the Mount Wellington situation, although of a different scale and juxtaposition to the early centre of settlement, access in the Blue Mountains was largely by existing non-recreational routes.[68] Smith et al (2006, S2C – 24) list 25 historic bridle tracks, roads and railway lines as providing access to, and/or being part of, the Blue Mountains walking track complex. The "first published account of visitors to the Blue Mountains walking on a constructed track for recreational purposes" is an account of the then old and abandoned part of Cox's Road (1814) being used in 1824.

The 'wild scenery' of the Blue Mountains was promoted to visitors as early as 1932 (in the local Post Office Directory). The features promoted were Wentworth Falls, accessed from the Weatherboard Inn, and a second waterfall, Govetts Leap, at Blackheath, accessed from Gardner's Inn. There appears to have been a cut track from each inn to the local waterfall. Smith et al (2006, S28-1) postulate that these were cut by the publicans, and comment that "these tracks could be considered the first constructed walking tracks in the region", and go on to note the tracks were used by Charles Darwin in 1936.

The first public purpose built walking track appears to have been made in 1868, from a carriage drive constructed at the same time to a lookout on the escarpment edge (now known as Prince's Rock). While it appears to have been a public track, it was constructed for the visit (and initial use) of Prince Alfred (one of Queen Victoria's sons).

The 1870s appears to have been a major period of walking track construction in the Blue Mountains. From the 1870s, large areas along the Blue Mountains escarpments were released for private purchase. To ensure that key scenic locations in the Wentworth Falls area were maintained for public access, a 650 ha reserve was gazetted in 1870 and, from 1878 to c.1887, a network of tracks was developed in the Reserve. Henry Parkes, who was a trustee of the Wentworth Falls area reserve, and a private landowner who established his own private tracks network, had, according to Smith et al (2006, S2B-2), "a passion for 'landscaping' the bushland with lookouts, stone steps, bridges, and seats" and his landscaping interest is seen as establishing the style and design of public recreational infrastructure in the area. Again according to Smith et al (2006, S2B – 2), Parkes' involvement led to "the Wentworth Falls reserve developing one of the earliest and most elaborately constructed networks of walking tracks in Australia".

Track cutting by local entrepreneurs, following from the probable track cutting by the owners of the Weatherboard and Gardner's Inns in the 1830s, also appears to have continued, at least into the 1870s. Also from the 1870s, it became fashionable for the larger, more wealthy landowners in the area (eg, the Premier of the time, Parkes) to build walking track networks on their properties or from their properties into the nearby bushland. Some of these private tracks appear to have been open to the public, and by 1882 some were included in tourist guides of the period.

[67] *The Blue Mountains case study is based on information from Smith et Al (2006) unless otherwise referenced.*

[68] *Smith et al (2006, S2C-25) note that one track complex, the Mt York complex, is unique "in that it is a cultural landscape dominated by relics of early Australian road making technology. The physical integrity of the system is remarkably high, with virtually all of the original stonework and excavation intact. ... There is also a wide range of contemporary documentation available to assist interpretation". The same values could be considered to apply to the walking route (the Pipeline Track) of the Hobart Mountain Water Supply System, although in this case the technology and system relate to water supply.*

These private walking tracks were a designed part of the estate garden, and most led to a waterfall, with a dense network of tracks, often associated with lookouts and with linking tracks along escarpment edges and nearer the houses. In the period 1870 to 1908, a total of 45 km (c.28 miles) of walking track was constructed on the private estates[69]. The central Blue Mountains private tracks appear to have been more 'constructed' (ie, with more stonework) than those of the upper Blue Mountains, which were in the main, rough tracks. Smith et al (2006, S28-2) comment that this private track building "had a great influence on the way that [public] walking tracks were developed in the reserves" in the Blue Mountains, to a great extent because the private track developers were also the trustees of the reserves or had other political influence.

Many of the private tracks eventually ended up on public land and becoming public tracks. Other existing recreational tracks in the Blue Mountains originated as cattle tracks, in one case (the Horse Track) using an Aboriginal route (and later upgraded for mining reasons), or were privately cut on public land. These mostly date from 1875 to c.1931.

Most of the regional walking track system in the Blue Mountains was constructed between 1885 and 1910, evolving from both the private network and the public network. Smith et al (2006, S2B - 18) note that the reserves were similarly developed with picnic areas with exotic plantings at entrances, and with bushland tracks to lookouts. These lookouts were often linked by tracks along the escarpment edges, with later tracks built down the escarpment to the base of the waterfalls, and with the bases of the waterfalls later sometimes connected by additional tracks (termed 'passes'). Associated with the tracks at track heads were adjunct visitor facilities and features such as picnic tables and barbeques, shelter sheds, kiosks, lookouts, seats, drinking water sources, dams and weirs. Most track construction was done by casual workers or by contract as there was in most cases insufficient money for reserve staff to be employed.

The connecting tracks were primarily designed to create loop walks, and the suite of tracks which resulted created a series of connected loops which gave walkers a choice about the length and difficulty of the round trip walk they could do. According to Smith et al (2006, S2B – 18) "Part of the cultural significance of these networks of walking tracks lies in this complexity". The tracks down to the bases of the waterfalls and connecting these, often down and across cliff faces (eg, at National Pass) were difficult to build, requiring sections with numerous bridges, ladders, wooden staircases, rock cut steps, sections of lower bank drystone retaining wall across extensive pass talus slopes, and other rockwork. Smith et al (2006, S2B – 18, 20) also note that these "solutions to the technical problems of getting tourist tracks through steep and rugged terrain are what give much of the local character to the Blue Mountains bushwalks" and that "these major valley access tracks represent the pinnacle of Blue Mountains track construction" in the public reserves.

Hotels and guest houses developed and flourished from the early 1880s, providing accommodation for those who ventured out of Sydney for the weekends, or for longer holidays. In the Blue Mountains in the peak of this type of use, there was insufficient accommodation for those who flocked to the area, and significant numbers of people were accommodated in rental cottages (Smith et al 2006). The peak of this accommodation appears to have been the 1920s and 1930s, with between more than 120 and 170 hotels and guesthouses in the area in this period. The use of rental cottages in the Blue Mountains appears to have peaked in the mid-1920s with around 450 cottages available for rent, compared to 200-250 in the early 1900s and the mid-1930s (Smith et al 2006, 2C, 34-35). All this accommodation was private commercial accommodation located outside of the reserves and scenic areas. There is no mention of private huts within the reserved areas however, and it appears that at least up until World War II accommodation was mainly provided by the commercial hotel, guest houses and rental cottages.

As at Mount Wellington, track development in the public reserves in the Blue Mountains virtually ceased from the onset of WWI to the early 1930s. While, like in Tasmania the first construction of this period started in 1928 (and included Bruce's Walk, the longest purpose built walking in the Blue Mountains) the construction went on until 1939 (ie, c.7 years longer than on Mount Wellington). According to Smith et al (2006, 2B – 29), the primary driver for this period of expansion in the Blue Mountains was a "vast increase in community enthusiasm for hiking that began in the depression". The work of this period included new track construction

[69] *A small amount may have been cut between 1908 and 1950*.

and the upgrading or repair of many, including the replacement of the poor condition timber elements (eg, staircases and hand railings). Tracks built in the early 1930s were essentially built to the same model as the late 1800s – early 1900s tracks (ie, with the interconnecting loop walks), although greater emphasis was given in this period to developing more, easier short walks (Smith et al 2006, S2B – 19). Only two tracks involving major construction were built during this period (the Giant Stairs and Slacks Stairs). Smith et al (2006, S2C – 22) have calculated that in the mid-late 1930s, some 66 km of track was built or upgraded, 14 shelter sheds were constructed, and 33 tables, 143 seats and 79 sign boards were installed across 15 reserves in the Blue Mountains.

It is not clear what extent of tracks and the additional related infrastructure noted above as being built in this period, were built or replaced using Depression employment relief labour. However, unlike Tasmania, it is known that much of the track construction in the Depression did not use Depression employment relief funds. Also, based on Smith et al (2006), tracks built using employment relief funds were a slightly later phenomena in the Blue Mountains than at Mount Wellington, occurring only from 1934.[70] It is not clear from Smith et al (2006) how long employment relief track construction continued in the Blue Mountains, but it appears to have continued at least until 1936, and possibly to 1939.

Similarly to the Mount Wellington recreational and visitor infrastructure, these tracks and associated features such as lookouts were seen as significant infrastructure developments of the time, with many of the more important tracks and lookouts being formally opened. The value of these facilities is reflected in some 6,000 people being present for the opening of the floodlighting at the Leura Cascades and Echo Point in 1932, the largest gathering for such an opening.

From the end of the 1930s there appears to have been only a small amount of track construction until the 1960s. The only track in the Blue Mountains system to be built by a walking club (Perrys Lookdown) was constructed in the 1940s. Like Mount Wellington, the 1940s and 1950s appear to have been a period of decline for many of the tracks, but this seems to have been earlier[71] and much more extensive than on Mount Wellington, with a major push (by volunteer groups) to re-open and repair many of the tracks occurring in the 1970s and 1980s.[72] One major project was the five year project to re-clear and re-open the track system from National Pass to West Street. This project won third prize in the major NSW environmental project competition of the time. Although the area became the Blue Mountains National Park in 1959, it was still effectively a number of disparate trust managed reserves, hence the way in which the tracks and other visitor infrastructure was managed did not significantly change. Smith et al (2006) do not cover the period of management from 1971 after the state agency, the NSW Parks & Wildlife Service, was created and became the management agency for the area.

Unlike Mount Wellington, which continued to grow as a reserve, there appears to have been ongoing threats to the reserves and the walking tracks in the Blue Mountains. Threats to the walking tracks and recreational infrastructure were primarily due to mining (coal), and at least one track was partly destroyed and the track effectively lost by dam building by the railways in the 1920s, and several tracks were destroyed in the heavy rains and flooding in the 1950s and 1960s. However like Mount Wellington, tracks were also lost through road building in the reserves. This occurred mainly in the 1930s, with new 'drives' being seen as important to accommodate a predicted change in visitation from train based sightseeing to car and bus tour based sightseeing. The new 'drives' were mainly cliff edge routes ('Cliff Drives'), and one of the most significant examples of track loss through this new road building is the loss of several kilometres of walking track through the construction of the Hassans Walls Cliff Drive. The construction of the cliff edge drives also destroyed the pattern of visitor facilities, particularly the gradation of landscaped picnic areas at road heads to the bushland cliff edge lookouts and connecting tracks (Smith et al 2006, 2B – 29). Also, as on Mount Wellington, fire trail construction (from 1961) also contributed to the destruction of the tracks and the integrity of the track system or network, and from 1962 there was a tensions with the water supply entity regarding keeping walkers out of

[70] *By which time the four years of Depression employment relief track construction on Mount Wellington had long ceased.*
[71] *Most walking tracks on Mount Wellington appear to have been used through WWII to at least the mid-1940s.*
[72] *Whereas on Mount Wellington re-vitalisation of the track system did not occur until the 1990s (although one new track had been built and some repair had occurred after the bushfires in 1967).*

the water catchments, which if they had done so would have prevented or largely prevented the use of the large number of tracks below the cliff tops.

4 Historic Recreation & Infrastructure Development Overseas

Introduction

Historic walking tracks and 'bush' huts in the 'Old World' have evolved over centuries, and in some cases millennia, from a time when there was no alternative form of transportation to walking, and when recreational walking was limited. As well, in many parts of Europe, in particular in Scandinavia, weekend huts in rural areas and in forested areas are very common. The 'Old world' is therefore not seen as a useful area for comparative purposes. The 'New World', in particular New Zealand, Canada and the United States, is however considered to be a close correlate with Australia in terms of cultural and recreational development, and with the exception of New Zealand, in relation to the scale of landscape.

In researching comparative overseas examples, it appears that these New Zealand, Canada and the United States have had a similar general historical evolution of recreational walking as Australia, with the first purpose built recreational routes starting to be developed from the mid-1800s, but with walking tracks to this point and until present being largely former native people's routes, or logging, mining or other access tracks, now in many cases upgraded for walking.

The following looks at the information available mainly from Canada and the United States. New Zealand is not specifically included as little relevant information other than heritage listing information could be obtained. Mountain huts as a type are also discussed briefly, as there is some, albeit limited, information available. Historic recreational tracks are not further discussed as insufficient data could be located.

Given the relatively restricted nature of the present project, the research for comparative data for overseas was limited to internet searches, rare published works available locally, overview information from colleagues, and the authors' own knowledge from travelling in South America, North America, Europe and New Zealand.

United States

It would appear that the development of recreational walking in the United States (USA) was a mid-late nineteenth century and largely western USA phenomena. It is assumed that there were short walks to scenic features in natural areas on the east coast from the 1700s, including in current State Parks, but no information on these could be discovered from the sites which had this type of information (eg, the US National Park Service website). It is also possible that there was minimal recreational walking undertaken except as 'promenades' on private property until the early-mid 1800s, as occurred in Australia, where it was only after this time, with the growth of a more leisured middle class, and the major influence of the Romantic movement, that the formation of public tracks or private tracks for public use took off (Horne 2005, Harper 2007).

While no information could be found that related to the development of huts (cabins) in conservation areas in the USA, the development of purpose built public walking tracks appears to have occurred concomitant with. or after. the creation of major (federal) reserves or national parks. In the USA, the first effort to set aside a major natural area for conservation and public appreciation was the creation of the Hot Springs Reservation in Arkansas in 1832.[73] The reserve was aimed at protecting the thermal springs of the area.

The next major government reserve was not created until 1864, when the federal government ceded an area in California to the state "upon the express conditions that the premises shall be held for public use, resort, and recreation ...". Poorly managed by the state, in 1906 this land was taken back by the federal government and established as Yosemite National Park. In this case the first public trails appear to have pre-dated reservation,

[73] *No legal authority was however established until 1877.*

with the first trail for public use (walkers and horse riding) having been built (by the Mann Brothers) in 1856.[74]

The first national park in the USA was Yellowstone National Park, which was established in 1872. It was not until 1916 however that a federal government management agency, the US National Park Service, was formed, by which time there were some 38 national parks and monuments in existence. Many of the national parks were created from earlier scenic type reserves. For example, the Yosemite Valley and Mariposa Grove although dedicated to public use in 1864, did not become a national park until 1906; and Zion National Park, established in 1919, was a National Monument from 1906. Management of these reserves and national parks appears to have been very variable up until 1916 when the US National Park Service was established, with many different agencies managing the reserves.[75]

Given the relatively restricted numbers of historic purpose built walking tracks that could be identified as part of this research, it appears that for the most part, the scenic features that formed the basis for reservation were largely accessed by vehicle, and it was only where this was not possible due to the remoteness, but primarily to difficult terrain, that walking tracks were constructed. It is of interest to note the large number of historic pictures of various now historic US walking track (trails) which feature people on horse or mule back, as opposed to walking. This suggests that where possible, or where there were large numbers of visitors and the scenic location was some distance from the road head, that tracks were built as bridle tracks to accommodate horse/mule use.

It also appears that the longer purely recreational walking tracks used existing tracks built for other purposes, and that generally the longer, overnight walk type, purpose built recreational track is a much later, largely post-WWII feature in the USA, as it is in Australia. The extensive track network for on-foot or horseback tourists that developed in Glacier National Park in the Rocky Mountains in Montana from 1899 to 1945 is one of the exceptions. Some US national parks today have extensive walking routes. For example Yosemite National Park today is understood to have some 1,300 km (800 miles) of track available to walkers, although it is assumed that a substantial proportion of this is vehicular roads or tracks.

The earliest dated purpose built recreational track in the US identified by this study is an 1856 track in Yosemite National Park. This track is understood to have been the first track built for public use (walkers and horse riding) in the park, and it appears to have been built by private commercial (guiding) interests.[76] The only other 1800s built tracks identified are a track in the Grand Canyon National Park that was in existence by the c.1890s, [77] and the first track in the Glacier National Park area which was built in 1899.[78]

The main period of development of recreational walking tracks in the US however appears to have been from around 1900 to, and including, the 1930s. The development from 1900 to the 1920s reflects the development of the new federal scenic, recreational and conservation reserves, and early actions to access the scenic attractions of these new reserves. The 1930s construction, as well as significant track upgrading and repair, appears to have been largely due to employment relief projects undertaken during the Depression as part of Roosevelt's New Deal, a program of massive revitalisation of the US economy based on relief (unemployment relief), recovery and reform[79]. This work mainly occurred from 1933 to 1940. The New Deal works were undertaken via several employment programs, the key ones being the *Works Progress Administration* (WPA) – 1934- 1942, which built large scale public works and other public infrastructure; and the *Civilian Conservation Corps* (CCC) – 1933-1942, which was a rural public works employment program for younger (18-25/6 yr old) unmarried men.[80]

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[74] *Source – Description for Image 000532, National Park Service Historic Photograph Collection, at http://home.nps.gov/applications/hafe/hfe/npsphoto4h.cfm?Catalog_No-hpc%2D000532 (March 2011).*
[75] *This information is mostly taken from wikipedia (http://en.wikipedia.org).*
[76] *Source – Description for Image 000532, National Park Service Historic Photograph Collection, at http://home.nps.gov/applications/hafe/hfe/npsphoto4h.cfm?Catalog_No-hpc%2D000532 (March 2011).*
[77] *Source – Information accompanying Image 001587, National Park Service Historic Photograph Collection, at http://home.nps.gov/applications/hafe/hfe/npsphoto4h.cfm?Catalog_No-hpc%2D001587 (March 2011).*
[78] *Glacier NP Tourist Trails NRHP Registration Form (obtained via the web).*
[79] *Source - http://en.wikipedia.org/wiki/New_Deal.*
[80] *Source – Brechin (2008) and http://en.wikipedia.org/wiki/New_Deal.*

The CCC is particularly relevant to the history of scenic and recreational infrastructure development, as this program provided unskilled manual labour related to conservation and development on conservation and other rural land owned or managed by Federal, state and local governments. In the nine years of the program, over 3 million young American men participated, with work being undertaken in 800 national, state and regional parks, and including the building of service and public infrastructure, and the planting of nearly three billion trees.[81] The work carried out in the parks and reserves included building roads, recreational tracks, nature centres, campgrounds, lodges, picnic shelters, swimming pools fireplaces and toilet facilities. The CCC work also led "to a greater public awareness and appreciation of the outdoors and the nation's natural resources" and what was involved in their conservation.[82] It has been estimated that the CCC's reafforestation program alone, public and private, accomplished in nine years more than half the reafforestation in the US's history. The CCC were housed in tent camps, and at the peak of the program in 1935, there were 500,000 men housed in 2,600 camps across the US. [83]

An example of the work done by the CCC is at the Chickasaw National Recreation Area in Oklahoma, initially reserved as the Sulphur Springs Reservation, and established as the Platt National Park in 1902. The reserve was essentially to protect unique freshwater and mineral springs. According to the US National Park Service, some infrastructure was established in the early days of the Park's establishment, but "the majority of historic landscape resources relate to the period 1933 – 40" when extensive park infrastructure was constructed by the CCC. The works, planned and designed by National Park Service staff, included mineral springs pavilions, campgrounds, picnic areas, dams and waterfalls, which were linked by a network of roads and trails, and over 500,000 trees and shrubs were planted. This work by the CCC is understood to be the largest and longest running program in Oklahoma, employing about 200 workers at any one time and running from 1933 to 1940, effectively the full life of the CCC program.[84]

The design of much of the work undertaken in the reserves was high quality and sympathetic to the environment the works were in (Brechin 2008). According to Brechin (2008, 3) it is no accident that the CCC built structures of local rock and timber in the San Francisco Bay area for example, which are similar to those in the national parks, for he says "they are firmly rooted in the Arts and Crafts movement that flourished earlier in the century" and were built to designs by the National Park Service architect of the time (Albert Good) which were disseminated nationally by means of 'pattern books'. Good is noted as having commented that the style "through the use of native materials in proper scale, and through the avoidance of severely straight lines and oversophistication, gives the feeling of having been executed by pioneer craftsmen with limited hand tools. It thus achieves sympathy with natural surroundings and with the past" (Brechin 2008, 3). Brechin also notes that "the trails and masonry staircases they did in Yosemite, Sequoia, and Kings Canyon National Parks were so well constructed that many of them are still in use" (Brechin, pers comm, 6/3/2012).

The style of infrastructure in national parks in the USA was established by the National Park Service architects and landscape architects. It is not clear when a 'parks' style was first established, but it appears to have been at least by the late 1920s (eg, it was applied in the extensive redesign of infrastructure at Glacier Bay NP from 1929), and continued on through the 1930s. The style was disseminated via Service-wide construction manuals. These manuals contained extremely detailed instructions. For example in relation to tracks they included prescriptions for track width in various terrain and for various uses, for vegetation clearance and the construction of stone and log water-bars, and designs for different bridges.[85]

Case Study – Bryce Canyon[86]

Bryce Canyon, while being a scenic attraction that was developed for public access, including through developing walking tracks, also had other interesting developments, including the development of

[81] *Sources – Brechin (2008) and http://en.wikipedia.org/wiki/Civil_Conservation_Corps; and http://www.u-s-history.com/pages/h1586.*
[82] *Source - http://en.wikipedia.org/wiki/Civil_Conservation_Corps; and http://www.u-s-history.com/pages/h1586.*
[83] *Source - http://www.u-s-history.com/pages/h1586*
[84] *National Park Service, March 2012, www.nps.gov/chic/historyculture/remembering_platt-np.*
[85] *Glacier NP Tourist Trails NRHP Registration Form (obtained via the web.*
[86] *The following information is taken from a National Park Service teaching document on the history of Bryce Canyon National Park (National Park Service, no date).*

accommodation initially as a tent camp, which although not a feature of Australian scenic recreation, did occur at least at one location (eg, Lake St Clair, Tasmania).

The first non-indigenous settlement of the Bryce Canyon area was in the 1850s by Mormon pioneers, but it was not until 1915 that Bryce Canyon was first recognised as a scenic attraction. At this time the area was part of the Sevier National Forest. The scenic nature of the canyon was first noted by the Forest Supervisor, J.W. Humphrey, and by 1916 he had managed to get a road built to the canyon rim. In 1917, the first walking tracks were constructed. These comprised a 'primitive trail' from the Canyon rim on the plateau into the Canyon, where a 'system of trails' was built. In 1919 a local 'homesteader' set up a tent at the road head and began serving meals to the tourists. This appears to have evolved into accommodation in the form of a 'tent camp'. It is understood that tent camps such as these were not uncommon at this time and 'were popular with tourists of the time as an alternative to hotels'.

Bryce Canyon appears to have become well known enough for the area to be declared a National Monument in 1923, and in 1925, presumably capitalising on the new 'national' tourist attraction, a railway company established tourist lodges in the area to replace the tent camps. These lodges are understood to have been rustic style stone and timber buildings. The same railway company also established similar lodges at around the same time in the nearby Zion National Park. In 1928 the area became the Bryce Canyon National Park.

The Heritage

A review of the US National Register of Historic Places, which currently has over 80,000 listed places of national, state and local significance, resulted in the identification of some 125 tracks (trails). Only some 20 of these appear to be historic trails which are currently used as recreational trails and, of these, only four purpose built individual historic walking track listings and two track complexes were identified. These are –

- Fern Lake Trail, Rocky Mountain National Park, Colorado – constructed in 1906, upgraded in 1914, 1920-23, and 1936-38 by the CCC.
- West Rim Trail, , Zion National Park, Utah – constructed in 1925/6 and extended in 1935 by the CCC,
- Angel Landing Trail, Zion National Park, Utah - constructed in 1926 and upgraded in 1934 by the CCC,
- Canyon Overlook Trail, Zion National Park, Utah - constructed in 1933 by the CCC.
- Bryce Canyon NP Scenic Trails Historic District, Utah – constructed 1917 – 1944.
- Glacier National Park Tourist Trails, Montana - constructed 1889 – 1945 (reconstructed 1930s).

A search on the US National Register of Historic Places under 'cabin' (ie, hut), indicated that there are in excess of 300 cabins listed on the register. Unfortunately, none of these records have been digitised and so it is not possible to determine if any of these are recreational public huts. A revised search indicated that 218 of the registered 'cabin' sites were buildings, and that approximately 141 of these date to between 1875 and 1924, and that 9 are sites only, 3 of which date to between 1875 and 1924.

The search results and lack of present day information about these types of historic place indicates that these types of heritage place are poorly recognised, either in relation to their historical significance or as historic heritage places. The search results suggest that those tracks that are recognised as heritage places are those which are located in scenically and historically significant national parks, are spectacular constructions in their own right, and/or are historically significant in some way, for example being constructed by the CCC during the Depression. In the case of huts it is possible, as is the case in Tasmania, that if they existed, very few are sufficiently well preserved today to be considered worth including on a heritage list.

The Angel Landing Trail, West Rim Trail and the Canyon Overlook Trail in Zion National Park are highly scenic tracks in open country with spectacular cliffs, which give rise to tracks more similar to the tracks in the Blue Mountains. The Canyon Overlook Trail (originally the Great Arch Trail) is a short c.1 km (0.5 mile) relatively level track to a lookout, but includes features such as dry stone retaining walls, rock hewn steps, a steel and wood footbridge, and metal pipe hand railing steps. The West Rim Trail is a c.9 km (5.5 mile) track with level, extremely steep and talus sidling sections. Significant features of the track include a large metal arch bridge river crossing, half tunnelling, a series of 17 zig zags (switchbacks), drystone walling and grouted sandstone walling. The Angels Landing Trail is a 3.9 km (2.4 mile) long track that climbs steeply up a very

steep rock spine to the top of the c.368m tall Angels Landing rock formation, and has rock hewn steps and iron handrailing. Built in 1926, and with erosion control stabilisation work undertaken by the CCC in 1934, the construction of the track is regarded as having been 'unique and daring' and the track is regarded as 'one of the most dramatic trails ever built by the Parks Service'. All three tracks are considered significant for the use of local, natural materials, their 'NPS – rustic' style, and for their structural integrity, and the Canyon Overlook Trail is additionally of significance for its construction by the Depression employment relief CCC program. [87]

Fern Lake Trail is discussed in some detail here as it has strong similarities to the tracks on Mount Wellington. Fern Lake Trail[88] is a 7.7 km (4.8 mile) track that is in a quite different, wet and largely forested environment. It begins in a glacially carved valley meadow, ascending through pine forest almost to the Continental Divide. It was first used as a route as early as 1889, but the track was not fully constructed until 1906. The track was built largely to access a lodge at Fern Lake, which was very popular until 1934. It appears that this lodge and a more modest lodge part way in were only accessible by the track. The two lodges within the Park, seen as inappropriate in a natural area with changing later views, were both closed down by 1953. The track appears to have been essentially completely rebuilt, including significant new rock walling, between 1933 and 1938 using CCC labour. This work was designed by National Park Service landscape architects.

There are several significant natural features along the track including rock features, two waterfalls, a pool, two lakes and views. The track is 2' to 4' wide, and significant built features of the track are considered to include drystone rock walling, a log-stringer bridge, log and rock water bars, a causeway, and an associated ranger cabin which is also listed on the US National Register of Historic Places. The track has been modified over time, including replacement of the bridge and the adjustment of the track alignment (on four occasions).

The track is listed on the National Register for its association with the early resort and tourism industry in the Park, for the federally funded Depression relief employment works undertaken on the track, for its connection to the 20th century movement in the USA to develop national parks, and because the trail design reflects the National Park Service "naturalistic design' of the 1920s-1940s. The trail is also considered to be historically and socially important because it has provided recreational opportunities (walking, horse riding and skiing), and because so many groups have played a role in the development of the trail.

The two listed track networks are also of interest, in that they demonstrate that historic track networks, even multi-age networks constructed by different entities, are seen as having historic and heritage significance. Both are quite different example of historic track networks although both cases relate to the development of scenic tourism in the USA. The Bryce Canyon network is significant primarily in relation to its ability to demonstrate the evolution of national park infrastructure, and is also considered to have significance as a designed landscape (in a natural environment), one that demonstrates the design principles applied to park infrastructure. Interestingly the listing only includes the five main tracks in the area, and does not include later linking tracks. At least one of the five main tracks is a loop track (but not designed originally as such), and although all were designed as walking tracks, one and part of another were designed to be also used by tourists on horseback. As well as the actual tracks, ancillary features such as a spring fed horse trough and a water fountain are also recognised in the listing.[89]

The 'Glacier NP Tourist Trails' listing is an extensive track system or complex that contains 260 km (163 miles) of historic track that comprises three distinct loops and has associated features such as a tunnel, one shelter and two huts (cabins). The trail network in Glacier NP was one of the most extensive in the USA, so much so that the Park was also called 'Trail Park'. The network of tracks criss-crossed the Continental Divide and accessed the park's most promoted scenic features, and concession run tent camps and chalets, as well as linking to two visitor centres. The tracks were designed to take on-foot and on-horseback tourists, and for the packing of supplies by horse. Although the first track was constructed in 1889, the system was predominantly

[87] *Canyon Overlook Trail National Register of Historic Places Registration Form (obtained via the web; Angel Landing Trail National Register of Historic Places Registration Form (obtained via the web, and http://en.wikipedia.org/wiki/Angels_Landing (April 2012).*
[88] *The following information on the Fern Lake Trail is derived from the Fern Lake Trail National Register of Historic Places Registration Form (obtained via the web, March 2012).*
[89] *Bryce Canyon NP Scenic Trails Historic District NRHP Registration Form (obtained via the web*.

constructed by the Glacier Park Hotel Company (a subsidiary of the Great Northern Railway Company) as a component of their 'European-style' hotel/chalet/trail network from 1911. The system was modified in the 1930s (from 1929) using the then Parks' design principles. The historic system (ie, track and associated features built to c.1945) is much as it was in its historic period, although most of the tent camps were pulled down in the Depression and the chalets closed in the late 1940s as car based recreation reduced the interest in accommodation away from roads. In many ways the recreational and scenic tourism development in the Central Highlands of Tasmania echoes that of Glacier National Park, with guide parties, the use of horses, track head 'lodges' and the tent camp at Cynthia Bay. The Glacier NP track system has significance as a recreation system that was developed to access spectacular remote scenery, and for its ability to demonstrate the rustic architecture and landscape design in national parks in the 1930s.[90]

Canada

Canada also appears not to have undertaken any thematic studies into the history of development of recreational walking tracks or, with the exception of Mills (1992) *Rustic building in Canada's National Parks, 1887 – 1950*, into the development of back country recreational huts. The following general information is based on the author's observations, some comment supplied by a current Parks Canada historian (Meg Stanley, emails 20 & 28/3/2012), and internet searches.[91]

It appears that the Canadian history of recreational track and huts building is very similar to that in Australia and the United States, with the possible exception of the key periods of track and hut building, which appear to have been slightly later in Canada (c.1885 on) than in Australia. In Canada the development of scenic recreation and tourism, the main generator of the historic recreational tracks and huts, was very much focussed in the Canadian Rocky Mountains, which were effectively only opened up in the 1880s through the construction of the Canadian Pacific Railway. Through local interest and the tourism development undertaken by the Canadian Pacific Railway company (CPR), the development of recreation and scenic tourism flourished from the late 1890s to the 1930s. The main area in which this occurred appears to be in the area between Banff, Jasper and Revelstoke, presumably as a result of the magnificent, largely unspoiled mountain and alpine scenery in this area at the time, which also led to the creation of some of Canada's earliest national parks in this area, including Canada's first national park, Banff National Park, in 1885.

A number of recreational tracks have evolved from earlier track such as Native American travel and hunting trails and routes (eg, in the Rocky Mountains), mining tracks (eg, the Chilkoot Trail in British Columbia), and more recent fire trails and management access. It is likely that some of the recreational huts were also constructed as early hunting, mining, logging or grazing or other settler huts, but this is not confirmed by the research carried out for this study. Purpose built recreational tracks and huts appear to have only been developed from the early twentieth century. The early accommodation, like in the scenic mountainous parts of Australia and the United States, took various forms but primarily included town and road head hotels and lodges, and the more remote, in park huts, including walker and horse riders huts, mountaineering huts, skiing huts and park management (wardens) huts. Tea houses were also a feature, but unlike Australia where the tea houses were located in the towns or road and rail heads, in the Canadian national parks the tea houses were in the park and only accessible on-foot or by horse or mule.

The early recreational tracks include some "contemporary iconic 'routes'" (M. Stanley, pers comm) which were mainly as a result of (and possibly built by?) tourism operators such as the CPR (established in 1885 and operating mainly in the Banff – Lake Louise area). The CPR was heavily involved in the tourist trade from 1886, after Sir William Van Horne, then President of the CPR, suggested setting up a national park system in the Canadian Rockies (realised in 1885). The CPR, not only built major, world renowned hotels at key locations, but it initially built recreational huts (eg, in the 1890s at Lake Louise), and later built tracks and backcountry lodges. From 1899 in the Banff - Lake Louise area the CPR employed Swiss guides to run

[90] *Glacier NP Tourist Trails NRHP Registration Form (obtained via the web).*

[91] *Although the development of natural area recreational infrastructure is not well studied in Canada, it is understood that there is a good deal of potential research material, including as reports on track building, standards for track building, photographs of tracks available in the Parks Canada library (M. Stanley, pers comm).*

walking and mountaineering tours and to begin developing an extensive trail system. The Swiss Guides are also known to have built two mountain huts in the area in the early 1900s (1902 and 1922).[92]

The other key stimulus for the construction of recreational tracks and huts was the formation of clubs that encouraged outdoor recreation. One of the earliest clubs was the Alpine Club of Canada, formed in 1906, which was also instrumental in the promotion of mountaineering in Canadian natural areas, where from the c.1920s it built an extensive system of alpine huts across Canada, today numbering 28, and was particularly active in the Banff – Revelstoke area where one of its co-founders, Arthur Wheeler took walking tours (from Banff to Mt. Assiniboine) and where it had annual mountaineering camps (temporary tent based camps). The Club hut building appears to have been influenced by the two huts built, in 1902 and 1922, by the Canadian Pacific Railways Swiss Guides.[93] The Alpine Club of Canada however does not appear to have constructed tracks, relying rather on existing tracks to access the alpine areas.

The key clubs that encouraged track building were those interested primarily in walking and also horse riding (but not climbing). Walking is understood to have been promoted nationally in the 1920s – 1930s by the Canadian National Parks Association which formed in 1923 and existed until 1952.[94] It is not clear what tracks this organisation, which was primarily an advocacy group for nature conservation, influenced. More locally focussed groups also played a part. In the Banff – Lake Louise area, for example, the 'Skyline Hikers' (walking) and the 'Trail Riders of the Canadian Rockies' (horses riding) were influential in this respect. [95]

The Trail Riders of the Canadian Rockies was founded in the 1920s, and was responsible for the construction of and log cabin rest houses along the riding tracks, although it is not clear to what extent it also built the tracks. The Skyline Hikers operated in the early 1900s, and are known to have run annual 'hikes' (walks) in the Banff – Lake Louise area in the 1930s. These annual events appear to have been supported by the CPR and were broadly advertised, suggesting that they were part of the 1930s popular walking phenomenon that occurred world wide, and were similar to the major annual commercially sponsored, often railways run day walks offered in Australia at this period. [96] The CPR also had a role in the promotion of horse riding in the Rockies, having founded the organisation 'Trail Riders of the Canadian Rockies' to provide horse riding in the Banff National Park.[97]

As in the United States and Australia, there was also a phase of walking track construction during the 1930s (in the Great Depression) as part of government funded employment relief projects, although the extent of the track building and the building of other recreational facilities is not known. It is not clear whether this was undertaken in the range of types of parks (eg, national and provincial), and to what extent the administration planned, designed and supervised these works. Stanley (pers comm) also comments that some other relief/internment projects undertook relatively small trail building projects, but it is not clear what period this was in.

It appears that in relation to the recreational huts and other reserve buildings of the period (eg, warden's cabins, lodges, tea houses, and picnic shelters/pavilions) that were built, at least up until c.1960, almost all were built in a rustic style and almost all were of log cabin construction, and generally with gabled roofs. A small number of the buildings were built in stone, but usually in a rustic alpine style. The Parks Canada website[98] provides a review of the history of the use of rustic design in Canada's national parks. This review

[92] *Sources - Alpine Club of Canada, 2006, www.cpr.ca/en/about-cp/our-past-present-and-future/our-history, and www.lifeatlakelouise.com.*
[93] *Sources – M. Stanley (pers comm) and the Alpine Club of Canada, 2006.*
[94] *This is understood to be the forerunner to the present Canadian Parks and Wilderness Society (established 1963) and the Canadian Parks and Recreation Association (established 1952).*
[95] *Sources – M. Stanley (pers comm) and www.cpaws.org.*
[96] *Information based on data in www.cpr.ca/en/about-cp/our-past-present-and-future/our-history.*
[97] *"The Rustic Style in Canada's National Parks", at– www.historicplaces.ca/en/pages/20_rustic_archtiecture.*
[98] At – *www.historicplaces.ca/en/pages/20_rustic_archtiecture.*

indicates that the rustic style used in Canadian reserves had its origins in earlier back country huts built by trappers, miner and railway workers, which in turn grew out of the log cabin style early pioneer dwellings.[99]

The national parks' rustic style, is seen as a distinct style that was sympathetic to the remote, natural and wilderness setting of the early parks. Key characteristics of the style are 'vernacular log structures with shingles, prominent stonework, deep eaves, rough board siding and verandahs, prominent rectilinear or diagonal bracing, and a deliberate Swiss quality'. The popularity of the rustic style is described by the review as being due to its 'apparent informality'.

According to the review, the first rustic style buildings in Canadian parks were built between 1886 and 1888 by the CPR, with the style being introduced by the first Superintendent of the newly created Banff National Park. The review notes that the CPR exerted a strong influence on the design within the national parks, but this influence is seen as being mainly restricted to the commercial lodges, cabins and tea houses that were built. Nevertheless, the influence of the CPR may have helped introduce and entrench the Rustic style that was generally used.

More rustic style cabins were built in the national parks from c.1909 when a full-time park warden (ranger) system began, and after 1918 the wardens' cabins (usually one roomed huts) were prepared to standard plans. Most other park buildings (eg, picnic shelters, bandstands, administrative buildings, and even sheds, stables and fire towers) were also built in the rustic style. In the national park areas, larger buildings and town buildings (hotels, lodges, tea houses, restaurants, museums, railway stations, garages, and fire and police stations) were also often constructed in a similar rustic style, with some of the more important buildings being architect designed. The style was also popular with the government Depression employment relief programs. The style appears to have been used up until at least 1950, when cost constraints resulted in cheaper government stock plans being used (eg, from the Soldier Settlement Board).

Case Study – Lake O'Hara, Canadian Rockies

Lake O'Hara in the Yoho National Park is an example of the development of historical recreational infrastructure development in Canada, in this case in the Canadian Rocky Mountains, which was perhaps the most popular area for scenic tourism and walking in Canada. Lake O'Hara is today in the Yoho National Park in the Lake Louise – Banff area, and has been described as "one of the most spectacular places in Canada", where "wildlife abounds, the hiking trails are extensive and varied and the surrounding high mountains are simply incredible".[100]

The Lake O'Hara area has been of recreational importance since at least 1909 when the Alpine Club of Canada held its third annual camp there. It is possible that the area was already being used (from c.1899) by the Canadian Pacific Railway for guided walks. In 1919 the Canadian Pacific Railway built a log cabin for recreationalists at O'Hara Meadows and in 1925/6 built a lodge at Lake O'Hara. The area appears to have continued to be a popular location for the Alpine Club of Canada, and in the 1930s they also had a ski camp there.[101] Over time additional alpine huts were established in the area and the Alpine Club of Canada comments that these huts became "the core of a developing system of backcountry facilities that would change how Canadians experienced their mountains" (Alpine Club of Canada, 2006).

It is likely that there were some tracks built in the area in the early period of use (c.1900 – 1925) to facilitate recreational and tourist access, but it is understood that the present day system of tracks in the Lake O'Hara area was mostly built from 1949 by a volunteer community organisation, the Lake O'Hara Trails Club, which was formed in 1949. The Trails Club still exists today, and works in cooperation with Parks Canada and with support and contributions from Lake O'Hara Lodge, a private lodge in the area (originally the CPR lodge). The

[99] *The review notes that the style was also strongly influenced by traditional Swiss chalets and this influence was introduced to North America in the 1850s by Andrew Jackson Downing, and that the log construction style was popularised by a French architect (Calvert Vaux) in the 1850s.*
[100] *From the Alpine Club of Canada website at www.alpineclubofcanada.ca.*
[101] *Sources - Alpine Club of Canada, 2006, & www.cpr.ca/en/about-cp/our-past-present-and-future/our-history.*

extensive network of tracks was created by enthusiastic bushwalkers, for use by walkers, climbers, artists and nature lovers.[102]

The Heritage

A review of the Canadian Register of Historic Places[103], which lists national and provincially listed places, failed to identify any purpose built historic recreational tracks. The search located only a small number of recreational trails that have historic origins, mainly mining transportation and railway routes.

A search on the Canadian Register of Historic Places under 'cabin' (ie, hut) indicated that there are 98 such places listed on the register, although a review of these places indicates that less than c.30 of these are historical recreation associated buildings[104], but all of these appear to have been purpose built. Most were located in western Canada, primarily in the Canadian Rockies in the Banff – Jasper area. Of these c.30 places, the majority were warden (ranger) cabins, and the rest comprised a small number of lodges, tea houses, ski huts, alpine huts and general huts. All are of log cabin construction, except for 2 stone buildings. The listed wardens huts, ski huts, alpine huts and general recreational huts are small, gable roofed, and of rustic, log cabin style construction, except for one rustic alpine hut that is built in stone. All appear to have been built in the 1920s – 1930s, except for the wardens' huts which were built into the mid-late 1900s. The only two 'general' recreation huts (ie, not mountaineering or skiing huts) were in the Banff National Park and were built in the early 1930s, a period of expansion in the Park, as adjunct accommodation for a lodge. Their construction was under the management tenure of two local Banff artists and philanthropists. One is a small gable roofed log cabin, the other is a larger log cabin with dormer windows.

A search was also conducted for Depression unemployment relief constructed listed places and this identified 9 places – 3 log cabin style construction rustic picnic shelters/pavilions; 2 stone, rustic picnic shelters/pavilions; 1 functional style picnic shelter; 1 park gatehouse; 1 nature centre and 1 community hall. The gatehouse and most of the picnic shelters/pavilions are located in reserves, primarily in the Banff – Jasper area in the Canadian Rockies.

Some of these listings, those that demonstrate the national parks' Rustic style, were listed on the recommendation of the Historic Sites and Monuments Board of Canada in 1992, in recognition of the special historic character of these national park buildings, and the fact that many of the earlier of these were now in need of restoration.[105]

Mountain Huts[106]

Although recreational walking tracks do not appear to be recognised as a type, recreational backcountry or mountain huts do. This is perhaps because walking tracks are numerous and very variable, while 'mountain huts' provide shelter and comfort in often wet and cold environments, and are located in beautiful, often spectacular country, with rustic designs that are aesthetically pleasing, hence have strong personal meanings.

Recreational backcountry or mountain huts occur in many areas of the world. Such huts vary considerably in type and style although the majority appear to be located in mountainous natural areas. These huts are mostly small structures that are 'unwardened', and used by walkers and mountaineers, and to a lesser extent back country skiers. Some originated as accommodation for miners, loggers or pastoralists, but many have been purpose built.

Many, but not all, higher mountain huts have been built or commissioned by mountain recreation type organisations, in many cases by Alpine (mountaineering) clubs. This is true for many huts in Europe, England, Scotland, Ireland, Canada, Argentina, and New Zealand (and possibly many other regions). A good example is the suite of public recreational huts outside Bariloche in the Nahuel Huapi National Park in the Argentinian

[102] *Source - www.lotc.ca.*
[103] *At www.historicplaces.ca/en/pages/register-repertoire.aspx.*
[104] *Many of the other of the 98 listed places were not small dwellings, but those that were included 5 pioneer huts dating to 1850 and 1937, 1 trappers hut, 1 WWII internment hut, and one picnic shelter.*
[105] *"The Rustic Style in Canada's National Parks", at– www.historicplaces.ca/en/pages/20_rustic_archtiecture.*
[106] *This discussion is based on a web based review, primarily that for this section, but also a brief review of Wikipedia, and on the authors own knowledge.*

Andes, all 11 of which were built by the local alpine club, Club Andino Bariloche from its formation in 1931. These huts range from a small rustic timber hut built against a rock in the forest, to large stone refuges staffed part-time by club members closer to the climbing venues and with scenic vistas. All huts can be used by the public, for a small fee. Another example of the higher mountain huts is the extensive, above-tree line network of huts in Norway established and maintained by the Norwegian Mountain Touring Association, and which are used by skiers and walkers. These huts also range from small, simple, one and two room timber huts to larger timber and stone huts, which are staffed in winter. As with the Club Andino Bariloche huts, all these huts can be used by the public for a small fee. Clearly mountain huts were built at different times in different places, but it is likely that most in Europe date from the mid-late 1800s, when the first formal alpine clubs in Europe were being formed, and are slightly later (c.1900 onwards) in other parts of the world.

New Zealand also has numerous high country huts that were established and run by the Alpine Club of New Zealand or by various members. There are also numerous other backcountry huts in New Zealand. There is estimated to be around 950 backcountry huts in New Zealand, all of which are today maintained by the Department of Conservation (DOC), who manages the reserve estate in New Zealand. These huts were built not only by the Alpine Club, but also by other recreational clubs, by hunters, by deer cullers, by other private individuals, and more recently, by the park management agency.

New Zealand walkers and climbers huts vary from small bivouac shelters made of wood to small to medium 1-2 roomed huts that are generally built out of timber or corrugated iron, or a combination of these, to large modern huts that can sleep up to 40 people, and which are generally of timber. The use of corrugated iron in New Zealand backcountry recreational huts appears to be much more extensive than in other parts of the world where timber is the main material, or timber and stone, but appears to be restricted to the older huts, ie, those built between c.1900 and 1960.

In other countries with extensive natural areas, for example Australia, Canada, the US and in northern Europe in Russia and Finland, there are numerous backcountry huts, not necessarily in the mountains, but in natural areas, including national parks. Even though these are often maintained by the government reserve management agency, these huts are generally free and ‘unwardened’. They are also generally huts built by earlier workers (eg, hunters, miners, pastoralists), and are generally small huts, and most frequently constructed in timber in the local vernacular style. It is unclear when these started being used by recreationalists, but in Australia this appears to have been from the main period of development of scenic tourism in the 1880s, at which time purpose built recreational huts started to be built. In Finland free huts for walkers started in the late 1700s, when huts for walkers were built along walking routes, with the authorities starting to build huts for walkers in the 1800s.

5 Sources

Except where referenced in text in the Appendix, all sources used in the Appendix are referenced in Section 4 (References) of the main report.