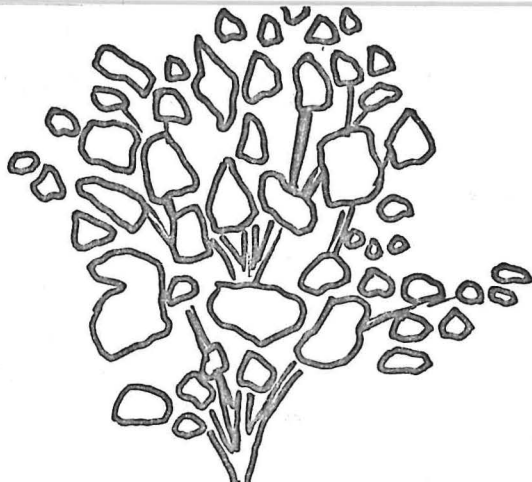


*C. Vellios*



# KARRI KRONICLE

FORESTS DEPT.  
SOUTHERN REGION  
NEWSLETTER

MANJIMUP DIVISION  
PEMBERTON DIVISION  
WALPOLE DIVISION  
RESEARCH  
INVENTORY & PLANNING

### Introduction

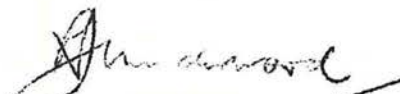
It is a pleasure to introduce to you the second edition of Karri Kronicle.

The first thing to comment upon is the excellence of our Accident Prevention Record in the Southern Region over the last 6 months. During this time, only one serious accident occurred. Pemberton and Walpole are both maintaining a zero Frequency Rate and the Manjimup figure is very low. This indicates that everyone in the organization is making a thoughtful and intelligent commitment to the Safety Programme. If this continues we might achieve our ultimate goal of an injury-free environment for forestry work.

Secondly I would like to thank you all for your special efforts during the cyclone. Under the most dangerous and trying conditions of wind and fire, both here and up in the Blackwood, all Departmental personnel did a magnificent job.

The fact that the storm and its aftermath was survived without injury to any man or woman in the organization, and only two minor vehicle accidents, is a tribute to the strength and value of our Accident Prevention programme (and also something of a bloody miracle!).

Now we can all sit back and relax and wait for the planting season !

  
R.J. UNDERWOOD,  
OPERATIONS OFFICER.

MANJIMUP  
21.4.78

A Bush Ballad

There was movement in Head Office,  
For the word had passed around,  
That a regen burn down south had got away;  
It was scorching all the karri  
and crowning through the marri  
And had devastated many fields of hay.

So the word was passed along  
That an LFO was on,  
Gangs and bulldozers were gathered from afar;  
From forest districts scattered  
Came all the men who mattered  
Dragged from office, mills and bedrooms, and the bar.

There was canny "Captain" Kitson  
Who had often done the job  
And could Fire Boss with the best when things went bad;  
All the "guns" had come up quickly  
(They had even called on Quickee!)  
It was the greatest force of men they'd ever had.

But when they reached the mighty blaze,  
They just stood there in a daze  
It's worse than Dwellingup in "61" they said;  
They saw the flames above the Tingle  
And it set their nerves a'jingle  
As the Spotter spoke of spot-fires miles ahead.

As black smoke rose in the air  
Our men were gripped with sad despair,  
It seemed that nothing could be done that would succeed;  
Meanwhile back at DHQ  
(They'd already had a few)  
"Lets adjourn it to the pub" it was agreed.

But just when all seemed lost  
Came the saviour to the scene --  
There arrived the team of men from Walpole way;  
There was Courty, Phil and Macca,  
And their crews born to hard yakka,  
And they volunteered to help out in the fray.

It seemed that they had aimed  
To get there sooner, they explained,  
But a Safety Presentation caused delay;  
Then there'd been the tiny matter  
Of some phone calls, and a natter,  
And the Estimates to write that very day.

"But now we've got here and are ready  
Lets get this show upon the road"  
Spake those mighty men of Walpole to the rest;  
And they raked and dug and chopped  
And they hosed and slashed and mopped --  
A spearing spade-break left the dozers in their dust.

Away across the hills and rivers  
Where the karris swing and sway,  
Those Walpole men maded edge from dawn to dark;  
Their rake-hoes flashed and rang,  
But the men just laughed and sang  
To these fellows, chasing wildfire was a lark.

With several days and nights elapsed  
The fire was finally called "safe"  
To their homes this wondrous crew could now return;  
So we sent them on their way  
With ringing cheers of "Hip-hooray!"  
(And didn't mention how the fire had started from their burn!)

FITNESS TESTING

Alan Walker

Recently a U.S. Forest Service Test for Physical Fitness for firefighting was given to Staff and Employees of the Walpole Division. The excellent results obtained were I feel largely due to the youth of the Walpole Workforce. The average age of the 24 men tested was 28.5 - mere pups in anyone's book. It is interesting to compare results with 34 men tested at Collie in August 1977.

The results are tabulated below. When Manjimup, Pemberton and the specialist branches are tested the results will be published.

	WALPOLE		COLLIE	
	Number	%	Number	%
Average Age	28.5		35.8	
Average Weight	173 lb		168 lb	
<u>Fitness Rating:</u>	Number	%	Number	%
Superior	6	25	1	3
Excellent	6	25	3	9
Good-Excellent	7	29.5	6	17.5
Fair-good	4	16.5	14	41
Poor-Fair	1	4	10	29.5

\* \* \* \* \*

THOSE WERE THE DAYS !!

Excerpts from an account of the Timber Industry in the Denmark Region in the 1880's reveals some fascinating details of conditions and lifestyles of the early pioneers.

In 1899 J. Ednie-Brown the Controller of Forests wrote about Millar Bros activities at Denmark:

"Millars have been second to none in their endeavours to develop the timber industry of this State. Three mills are in operation, each equipped with a vertical saw, two circular saws, and picket benches. Four hundred men are employed, and one hundred and sixty horses and one hundred bullocks are a feature of the operations. Ten miles of tramways have been laid into the forest and worked by four engines and one hundred and forty trucks. Production averages 750 loads per week. Total production for 1897-98 was 72,000,000 super feet of sawn timber in addition to piles, sleepers and hewn timber".

A 54 hour week was worked in the mill, comprising six days of nine hours. Work commenced at 7 a.m. and ceased at 5 p.m. with an hour off for the midday meal.

Teamsters, however, worked much longer hours than this. As they had to be at the log landings, with their horses harnessed by 7.00 a.m. they had to commence work much earlier to prepare their teams. After ceasing work at 5.00 p.m. horses had to be returned to their stables and unharnessed, hence the teamster's day was a long one. In fact, during winter months, they only saw their houses during the daylight hours on a Sunday.

Cont'd/....

Those Were The Days! (cont)

The minimum wage for mill hands was 7/6 per day (later 8/-) with margins for skill. A sawyer, the most skilful earned £5 per week. In the forest most of the work was done at Piecework rates. Sleepers for railway construction were hewn for 1/3 each. Huge beams, ninety feet long, and squared with a broad axe to a cross section of 20" x 20" were hewn for £6. Smaller hewn beams were paid for at the rate of 8d. per cubic foot.

Under Millars administration Denmark was officially "dry", liquor being brought into the town only on special occasions. Searches were sometimes conducted on the railway station when trains pulled in from Albany. However, local prohibition laws were hard to enforce. As the train slowed to a crawl prior to crossing the bridge men gently lowered bottles on lengths of string to the permanent way, where they would be recovered later. Whisky was sometimes sent out labelled as groceries, and was occasionally brought overland by horse and cart and retailed at a profit. One woman, who sold illicit liquor, used a novel method to bring her supplies into the town. She had capacious pockets sewn on the inside of her voluminous petticoat, and these she loaded with whisky. The wide spreading skirts of fifty years ago proved an adequate disguise. With wiskey costing 5/- per bottle in Albany and retailing for £1 in Denmark she built up a lucrative business. However, despite some "sly grogging" drunkenness was not prevalent.

Accidents were of frequent occurrence. Quite often a finger, or part of a finger was lost in the saws. Compulsory insurance had not been introduced and compensation was not payable for the loss of a limb or even for loss of a life. However, collections were always made to assist those temporarily incapacitated or to help relatives of deceased workmates, and these subscriptions always totalled between £40 and £50.

The tramways laid into the forest were very rough and curves were sharp, so trains frequently left the rails and capsized. At the first sign that anything was amiss train crews would jump off and hope for the best.

Sometimes, however, the worst occurred. A Mr Palmer, accountant at the Scotsdale mill, was returning to his work, sitting on an empty truck in a rake which was being pushed by the engine. The leading truck left the line, the train capsized and Palmer was killed instantly. Patrick Berrigan a guard, was run over and killed instantly when his foot slipped off a brake lever on a truck. Richard Blackburn lost his life in a most unfortunate manner. He was seated on one of a rake of stationary trucks, waiting for the engine to be coupled to them. The engine, moving into position, hit the trucks rather hard, the subsequent jolt dislodging Blackburn who slipped onto the rails and was crushed beneath the wheels. Messrs Ridgeway and Saunders lost their lives in the forest, both being struck by falling limbs, while Robert Foster was run over during shunting operations. A carpenter whose name has unfortunately been forgotten, lost his life in unusual circumstances. When on nightshift, sprang forward to assist in turning a log. He stood back with the bar he had used resting under his chin. A falling flitch happened to strike one end of the bar, the other striking the carpenter under the chin with such force that his head was practically torn off.

\* \* \* \* \*

#### JOB PRESCRIPTIONS : A VOICE FROM THE PAST

In nearly all our work these days, greater emphasis is being put on the use of written job prescriptions. These have been shown to improve efficiency, because they make it easier for the person doing the job to understand what is required of him and also make it necessary that the person making the work order gives some clear and detailed thought to the business before things get under way.

Cont. ....

Job Prescriptions : A Voice From The Past (Cont)

Job prescriptions which list safety hazards, safety rules and specify the protective equipment to be used provide a valuable checklist for all and thus help to reduce accidents.

Last year Vern Saw of Pemberton showed me a copy of a Job Specification incorporated into a tender for roadworks made by his Grandfather's brother, the late Bert Saw of Bow Bridge. Bert Saw constructed the original road between the Bow and Frankland Rivers in the Nornalup area (now this is part of Highway One!) around about 60 years ago.

Here is an exact copy of the tender and specification :

"Specification for Clearing on Denmark to Frankland river road.

The section to be tendered for, comprises the total distance between Bow and Frankland rivers.

Complete width of clearing shall be 16½ ft. All trees and stumps shall be wholly grubbed out to their full depth, and underscrub cut a depth of six inches below ground.

Holes made in grubbing shall be filled in with earth to a height of 3" above the natural surface.

Overhanging tress that might possibly be dangerous to riders or to high loads are to be cut down and removed.

All loose boulders shall be removed but where there is continuous ironstone formation, levelling same shall be paid for.

Clearing shall be done in centre of road Reserve, but where trees over nine feet in circumference at a height of two feet, intervene, Contractor may deviate, such deviation to be made by gradual curve, commencing and ending at a distance of not less than four chains from such large tree or trees.

A track fit for wheel traffic shall first be cut through the entire length.

Such track to be completed not later than December 30th 1910, under a penalty of sixpounds, and the whole contract to be completed not later than May 31st 1910, under a penalty of ten pounds, the penalties to be deducted from monies that may be due to Contractor. Progress payments will be made monthly to the value of 85% of the work performed. We hereby tender to perform the work for the sum of 7/6 per lineal chain."

Considering that all work was done by hand, with only axe, shovel, horse and cart and wheelbarrow for equipment and through some of the thickest and swampiest country in Western Australia, a cost of 7/6 per chain was probably thought to be a good price!

Thanks to Vern Saw for bringing to light this fascinating glimpse into the past.

R.J. Underwood.

\* \* \* \* \*

Pemberton Safety News (Cont)

5 Years without an M.T.A. : Stan Bamess, Frank Beard, Jack Guppy,  
Vince Rowney, Brian Otway and Harry Bulcock.

\* \* \* \* \*

NEAT !

You may have noticed an additional staff member at Inventory & Planning. She is Dianne Reeve (Miss) (17) of Manjimup.

Dianne is being employed by the Forests Department for a period of 6 months under the NEAT (National Employment and Training) System, as a clerk.

NEAT provides a subsidy for the employer who is prepared to train an otherwise unemployed person on the job. It is available for every employer in all fields of trade and industry.

Dianne can now operate the Divisional switchboard and relieves there when required. The remainder of her time is spent doing photocopying, duplicating, calculations and other work for projects.

Since the purpose of NEAT is to give work experience which will increase Dianne's chances of finding employment at the termination of the 6 month training period, it is desirable that she practise as many different aspects of clerical work as possible. In order to achieve this Dianne is available to the Regional, Divisional and Research offices for clerical work. Anyone requiring such assistance should contact T/A Sandra Jackson.

Footnote:

Before Dianne commenced work with the Department she participated in the Community Youth Support Scheme for the unemployed. This scheme involves voluntary labour in a group form.

The projects undertaken included building a sandpit and fence for the Infant Health Centre; a barbecue area and motor bike track at the Manjimup Special School, Library works at the State Primary and High Schools and working in the Tourist Bureau and Timber Museum.

An old Garage has been dismantled and re-erected to serve as a meeting place for the CYSS. This building was renovated and furnished with bean bags and benches made up by the members. Job application and interview courses are held here to give the members more experience in applying for jobs. In their leisure time basketball games and canoe trips are enjoyed.

To date this scheme has benefited all who participated and has given members more confidence and help to relieve the hopelessness of being unemployed, worst of all being tarnished with the name "dole bludger".

Sandra Jackson.

\* \* \* \* \*

MOUNT FRANKLAND STEPS

Visitors to one of Walpole's well known scenic spots, Mount Frankland will no doubt appreciate the fact that there are now steps the majority of the way to the top.

During the past year, the men of the two Walpole Gang units embarked on a vigorous campaign to complete the steps and safety rail which surrounds the summit of Mount Frankland.

It was about this time the Departmental Fitness tests were being arranged, so needless to say the Walpole chaps were found to be very fit indeed.

For the mathematic-minded approximately 7,200 Kg of sand (approx 7 tonnes) and 2,200 Kg of cement (approx 2 tonnes) in 40 Kg and 50 Kg bags respectively were carried in hauls of up to 300 feet up the side of the mountain.

Those who have had the fortunate experience of climbing and viewing the magnificent scenic views which can be obtained from the top would readily appreciate the amount of work involved.

\* \* \* \* \*

WALPOLE SAFETY NOTES

Hours Since Last L.T.A.	370,315
Days Since Last L.T.A.	2,404
Date of Last L.T.A.	16.6.71 as at 23.3.78
Accidents since 1.1.78	L.T.A. : Nil
	Medical Treatment : 1
	Minor : 8

Medical Treatment Accident

This accident occurred while tree marker was carrying out permit control.

While walking on a log, in thick karri scrub and fallen debris, he slipped off the side of the log and severely gashed leg on protruding epicormic.

Tree marker was taken to Denmark hospital, and given medical treatment. This injury required 20 stiches. Officer returned to work on light duties.

\* \* \* \* \*

PEMBERTON SAFETY NEWS

On February 21 the Pemberton Division completed twelve months without having incurred a lost time accident, and since then our safety record has further improved by the attainment of 100,000 hours free of L.T.A.'s.

This is a vast improvement on the previous year - one of Pemberton's worst accident years - when five L.T.A.'s were recorded and the Divisional frequency rate reached 56.9.

PERSONAL SAFETY RECORDS

Twelve of Pemberton's wages employees have qualified for personal safety awards. They are :

Over 10 years without a medical treatment accident : Trevor Bamess,  
Pat Evans, Mick Cunnold, Norm Otway, Wally Dunnett and Kevin Patterson.

Cont. ....



COUNT DOWN

- TEN Forestry workers want to be home on time  
One jumped off a moving truck then there were nine.
- NINE Forestry workers lifting a heavy weight  
One forgot to bend his knees then there were eight.
- EIGHT Forestry workers thought smoko time was heaven  
One sat under a "widowmaker" then there were seven.
- SEVEN Forestry workers with a breakdown to fix  
One forgot to cleanup the grease then there were six.
- SIX Forestry workers - the power still alive  
One forgot to isolate then there were five.
- FIVE Forestry workers each using a chainsaw  
One had no chainbrake then there were four.
- FOUR Forestry workers grinding metal flying free  
One forgot his safety "specs" then there were three.
- THREE Forestry workers some poisoning to do  
One forgot his respirator then there were two.
- TWO Forestry workers stoning culverts - rocks weighed a ton  
One had no safety boots then there was one.
- ONE Forestry worker blasting stumps out in the sun  
He wasn't trained to do the job then was none.

\* \* \* \* \*

BUSINESS TERMS SIMPLIFIED

- It is in the process - so wrapped in red tape that the situation is almost hopeless.
- We will look into it - By the time the wheel makes a full turn, we assume you will have forgotten it too.
- A programme - Any assignment that can't be completed by one telephone call.
- Expedite - To confound confusion with commotion.
- Channels - The trail left by inter-office memos.
- Co-ordinator - They guy who has a desk between two expeditors.
- Consultant or expert - Any ordinary guy more than 50 miles from home.
- To activate - To make carbons and add more names to the memo.
- To implement the programme - Hire more people and expand the office.
- Under consideration - Never heard of it.
- Under active consideration - We're looking in the files for it.
- A meeting - Mass mulling of master minds.
- A conference - A place where conversation is substituted for the dreariness of labour and the loneliness of thought.
- To negotiate - To seek a meeting of minds without knocking together of heads.
- Re-orientation - Getting used to the idea of working again.
- Reliable source - They guy you just met.
- Informal source - They guy who told the guy you just met.
- Unimpeachable source - They guy who started the rumor originally.
- A clarification - To oil the background with so many details that the foreground goes underground.

\* \* \* \* \*