Notes on the Overland Route to the
West Coast via Zeehan Railway.

Royal Cush, 2/8/10.

The series of photographs which follow illustrate
the beauty of the scenery along the West Coast Railway from Zeehan to
Warrenga, which the little girls are very much interested in.

I have the impression that it may increase interest of
some views showing the principal towns and their
surroundings (as far as have been taken of them) along the West Coast, looking up to
Zeehan where the railway journey continues.

The way, perhaps, seems to me more
than one way to get there, and you have been privileged to look
up the fine stretch of country (the range from inland) and to appreciate the natural
landscape in its finest part of the whole.

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On the road to the north-west, the town of Labone, on the Western Plain, the
country road to the north-west coast of tasmania through the town.

1. Warrenga
2. 2. Zeehan
3. from A. H. Church
4. Warrenga from Bridge
5. Labone
6. 3. Panorama
7. 4. Zeehan

Zeehan is reached by train, and there are no
problems of travel, other than the
convenience of an up-to-date town.
On the route to the Gold Coast, we pass along the railroad, picturesque landscape of the coast. The road from Marseilles to Williamsburg - the terminus of the line - then ascends to Mt. Parnell, overlooking everything.

Upon arrival from Williamsburg, a junction to Wilcannia, the road follows the coast, and as we approach the town, we see the Sugar Loaf, a natural phenomenon of beauty. Particularly noticeable are the Grand Western Tours, which follow down to Wilcannia, where we leave them and strike away north to the junction. - Their great wall-like line, standing for centuries, separating the plains from the sea, looking solid and massive, indicate the presence of our Tasmanian Highlands, country containing so much that is fascinating.
Starting from Illawarra we can now get right through to Burnie, by the new line recently opened by Government, running the whole distance of 174 miles by the sea shore—one of the most charming rides imaginable—and passing several important places, including Lakes River Station. About fifteen miles from Burnie we hit a good general idea of the country from one of the high hills by the sea shore.

17. General View from Burnie to Graham
18. Burnie to Ewen Bay
19. Ewen Bay looking to from Burnie

Now that we have gained a rough idea of the scenery and touring the North west coast up to this point, the journey to Graham will be continued from here. Burnie being the headquarters of the Ewen Bay Railway, the whole concern has passed to able control of the Company's Engineers—Mr J. Stirling.

From Burnie to Guilford Junction—a distance of 20 miles, the journey over the old V.R. line was very rough. It is lined with hills, pleasantly curving, and, for a start, the first 5 miles are bare of wood. The road, however, is well constructed and good. It is 1 mile in 30—1 in 18 heavy traffic. Mail wagons, military, etc., have to be removed and the road relaid.

The first 15 or 20 miles were climbing the Hume Country, the plate was heavy, and the fully country not at all picturesque. The country being the prevailing order, the frame being very much curved, magazines from the first 15 to 20 miles to rid the Hume Country. After 20 miles the country opens out into plains, jarrah and large clumps of evergreen, several mountains appearing occasionally—the D'allman Range, Valentine's Range, Tulip, Pearce—adding to the grand effect.

20. Guilford Falls
21. Guilford Junction
It takes about 3½ hours to reach Guildford Junction, where the passengers for Warradale change, the distance from Guildford Junction to Warradale being 10 miles. As the photograph on the previous page indicates, there is not much of the picturesque at Guildford Junction, but we get onto a really good and substantially built railway, and the scenery improves as we go forward. Now that we are really on the Eum Bay Railway Line, I shall mention very briefly some details concerning the main line. The line from Guildford Junction to Eum Bay was opened in 1897. The railway was commenced in Nov. 1897, and opened in Dec. 1899. The cost being £23,000. The construction of the line was completed in 3½ years, costing about £20,000, making the gauge being same as Government railway - 3 feet 6 inches. The locomotives take coal as English Steel. Cost 4000 lbs. weighing about 72 tons.

Leaving Guildford a run of seven miles to Warradale. On the way the country on the way is interesting, lovely, and the coast bold enough to show up, and never too one sight.

22. Warradale River & Bridge

The Warradale is a tributary of the Macalister River which joins the river near Warradale. The bridge here shown has 24 brick arches, and is built of red bricks, some being from a certain area east of the great open plain of the Warradale, extending open country stretching in all directions, tall, lush and the clumps, too, being very inviting and beautiful. The fine valley of the Warradale River winds through the country & its land, while looking further, the Illawarra ranges with a very nice colour, making a very nice scene. I am sorry I was unable to get a photograph showing this, great back seas about the Farallon Mountains at the time. Standing down the side of the road, the train fades into the distance, and we come upon a fine waterfall some 500 feet high.

23. Warradale Rain Falls

The railway at this point has a long stretch down to the ocean — 1 in 60, the distance being about 20 miles. About a mile across the plain, looking back we get a good view of Illawarra and the picturesque character of the Warradale valley.


Continuing our journey, at about 5 miles, we come upon the valley of the Illawarra.


This view is showing almost, but Illawarra in the background.

26. Johnsons Cutting

This is one of the rugged, very steep areas, which we will notice almost all the time. It is a 7 chain cutting, 200 feet high through steel, 140 feet wide. 2½ miles further on we come upon the Bridge over the Rain.

27. Rain Bridge

The bridge is 1½ miles from Guildford Junction and we can see the bold clams, has 13 20ft spannings, and is but just high.
23 The Rocks

Lace mile further on the line passes through rocky country, of the nature shown on the sheet, and at 14½ miles we cross a stone arch viaduct. The viaduct, crossed by a two-arched wood bridge.

24 Gallooe Bridge

At the 10, 20 foot opening is 22 foot bridge. At 21½ miles is the station of Wickham, operated by New Haven Railroad.

25 New Haven Viaduct, Symbol D2

In the right hand quadrant is the proposed trainway from Wickham still junction with the New Haven line, the length of this train will be 8000 feet. The distance from Wickham to it is about 2½ miles.

26 Wickham Station, Symbol E3

Open country next enters what is known as the Rock Cut, a series of high, precipitous, wooded cliffs, through which the railroad is invisible into the New Haven Rain. Parked relief below—The New Haven Rain here is the first of the New Haven Company's four steel bridges.

31 New Haven Rain Railway Bridge

It has 1,150 foot span and 2.25 foot platform, and is 70 foot above ordinary water level, and 90 feet above the bed of the river. The New Haven Rain here is deep, dark, rocky, and forbidding.

32 New Haven Rain Cutting East from Bridge

The work at the New Haven along one wooden building, as snugly as you can imagine, stands above the bridge on the west bank, but was turned down some time ago.

33 Rock Cutting at the New Haven

Just off the bridge we come upon the deepest and broadest cutting on the railway. It is 56 foot deep.
Railway Bridge 9 miles back.

43 Reunion River Crossing East
44 A Bend on Reunion
45 Reunion River Crossing N.W.

1 mile and a half further on troops up to 3rd past the Company's steel bridge, this one spanning the Reunion River.

46 Ring River Railway Bridge, below

Height is 32 feet - has 9, 30 ft. spans and 1, 15 ft.

47 Ring River Railway Bridge above

A barge is a mile beyond we came upon Herries Cutting - 38 feet deep.

48 Herries Cutting

Below the cutting we proceed - a pretty view of the Ring River.

49 Ring River near Railway Bridge

Within the next mile we pass through a series of cuttings.

50 Baker's Cutting at 39.55

51 Eric's Bank cutting

The cutting 70 ft deep.

52 Argyle Bridge

42 feet high, and 7, 20 ft. spans.

53 Argyle Tunnel - Western Entrance

There was a great difficulty in making the tunnel, and cost about 200,000. - The height of the hill above the railway is 251 feet.

54 Recent works at 46 Lady Tunnel

55 CA Ry. 3.7 from above Tunnel

56 Reunion Crossing at top of tunnel.[No.]

57 Reunion Bay Ry. 7 from above Tunnel.
From the tunnel to Zeboun, the distance by railroad is 3 miles, and
at 2 miles from Zeboun, or 115½ miles
from Saida Junction, the railway passes
with the Druze Line, a short line of 7½ miles,
division from Zeboun to Ma'atra, at Druze
which the Lions' Club have purchased, but which
is present is owned by our government. The
Monopoly of the railway at present is the Govern-
ment Railway Station at Zeboun.
As present the Company are about to begin work
of the W. Saida Railway Co. (where once and
fled the Portuguese) but they have been introduced
modern & comfortable coaches, greater comfort,
the break are being 4-wheel
complete, weighing ready for 80, etc. etc.,
8 tons.

Despite this crown over the North Coast, Dundas
Bain, and all track toward Mt. Hermon, before we
reach Zeboun. As you may remember the
villagers were taken by our block on the
trainway before the Śukh in May 1898
without any necessary form to do so, and
than continue the illustration of the train.

At about the point where the
Black Sea is to leave on account
of lack of photographs.

Briefly, the narrow-gauge railway is
about 13½ miles in length, takes about 2½
hours by train to reach the distance, and at
the highest terminus is 565 feet
higher than Zeboun, or 1075 feet above sea
level, Zeboun being 530 feet above sea level.

The railway is good, but the best
convenience at about Montegaree 11½ miles,
from Zeboun, and from there to Williamsford,
where it passes through the scope of the Roy Fin-
and, of course, we are carried

along by a veritable West Coast fairyland.
The predominant sections are forest and
forest, - forests and forests of palm; never seen
and the trees that we are traversed along
are marvellous trees never seen before,
the endless hill & vale, deeply cloistered in the
lovely West Coast Sereement. - No finer toilet
finery can be found on the West Coast
than here, but as we reach the mountain
setting down in the valley of the train
route, it looks as though a dream,

get with the train nor have

any warrant. As, the train holds

the whole area of everything.

The railway is of course, which will aid the
in its labour in the promotion of dividends.
Real Grass — Stacked on the grounds.

Cowan ore 600 tons.
Fine lead sulphide 3070.0  "
Copper ore 528.  "
Total 4198.

The ore in sight which has been opened up is

Cowan ore 15,000 tons.
Fine lead sulphide 158,000.  "
Copper ore 15,000.  "
Total 188 1,000 tons.

Summary of underground workings —
Drives 2100 feet.
Creeks 3050.  "
Piles & Wires 1042.  "
One Waives 120.  "
Total 6312 feet.

All the ore from these mines come through

Mr. John To. North East Dundas Team.

So visit him. Read from which for the

Tender has the choice of two routes. The one

Either ascend by the Horse track which winds

and zig-zags for two miles up to

the 2000 feet level on which the mines
and winnies are situated, or, disregarding
the mountain by-pass of the Hercules Co:
which prohibited the public from using their
track, he can so right of the straight shelf,
gradually. I would advise anyone to

the Horse track - after longer, it is infinitely

The top track, passing the Hercules

Winnies, the Shop, and into a kind

of brisk or bellow on the backside side of the

mountain, and in an almost vertical, we

find the Pirie's keel. Read over, forming the

nucleus on ( tweaks) at present, very similar,
and declines amusing in it, then.

On the highest part, as we descend the

North East, must take the

population, purely, on the east, and the aboriginal

natives, the Leckie, which not be commented.

lery visit to it. Read was made pleasant

and easy by the patience kindness of Mr. Stiles

Williams, of the Mich. Read mine, and did an in his

power to make the every possible assistance and

information, and evidence in a debt of gratitude.
to the present English Company.

The Caffery's, the goals in many places in British C (India), which were closed in 1858, have been kept in place in many places, but the main bodies, particularly in the country of the surrounding country, are a mixture of the plains of June, Lead, Copper, Carrying yard, and Silver.

The mine is worked by Open Cut. - An Ashen in the screen - is continued on the North half of the property down to the Tunnel level, which will be 1,000 feet at the tunnel boundary. Here the tunnel the mine will be best worked by Overhead stoping.

The development and carriage of the construction of a discharging tramway from the mine to an open pit at 500 feet below in the Assay of Concentrates to treat 100 tons of ore per week for the furnace at the smelting furnace of the lower grade which are unprofitable with June, Lead, Copper, Silver, and Gold bearing ores.

The extraction of Metallurgical Reduction Work, and the opening up of the mine by driving and level tunnels. - For one mine of tunnel driven from the Head Pit, in the valley below the Mountain, a vertical depth of 2,350 feet the ore body can be obtained. - There have been shown lead and silver ore, and smelting at a depth along line of prospect and trailing tramway.

One ton from June - 378 tons were received for special treatment, among these were 178 tons treated to the Yellow Sulphur representing a gross value for all minerals of £70, 700, c. o.

18,793 tons were treated on the mine for future treatment, containing 2,943 ounces of gold; 107,591 ounces of silver; 69,72 tons lead; 26,04 tons of zinc; and 21 tons of copper. (81.8) The total amount of ore raised from the mine to date represents 26,530 tons.

At the Northern side of the Bottom, which the township lies the second range of forming mountains, known locally as Mr. Hamilton, and according to the nearly good - the best view of the township and surrounding.

179 Lake Johnston, Mrs. Read

491 Lake Johnston, Mrs. Read

176 2. Hume Middl. Section from Rear.

77 3. N. West Coast View from Rear.

78 West Coast Range from Hamilton.

The highest point of Mt. Read - 3,870 feet above sea level - lies two or three miles by track, to the South-East of Mr. Hamilton, with township, and its travelling from sister to sister, a fire track, cut through an extraordinary dense fruttiy vegetation result - in annua, king William pine, Kauri gummi, Pahutakawa, leading out into clear plains up to the summits. - Some distance from the summit, on the South slope of the Mountain, some five hundred feet below, lies a pretty lake which is well watched, the track leading through lovely foliage.
his eye when the reservoir was surrounded, he found it to occupy 70 ft. in depth in the centre, having an area of 29 acres between our low level, and with a capacity of 52,667,000 gallons of water, the whole of which can be drawn off by a dam 70 ft. long, and the water brought to the top. Head Coves can carry water in a race to a point 1000 feet vertically above, and then tossed down to the site of the lake. The company took water rights from the lake.

View of Lake Johnson, Woodford Falls, and Doolea, and Terra Country.

81. Mt. Wrenchor from Read.
82. Looking Toward Redheigh from Read.

It was struck upon forcibly with the character of the timber growing under the western slopes of the higher levels of Mt. Read, near the township. The struggle for existence shown particularly by the King William Pine, MT. READ.

Here, where the ground is logged, twisted, and stunted, it is revealed to great advantage from the point given.

Looking Back on the Pimple.

90. Jebboree and Runde, from Pimple Reader.
91. Mt. Runde.
92. Packing on Pimple Reader.

Taking the railway at Maestrin, we made a trip into Zeehan, where we now stop to rest from the heat and preserve our spirits of the town and its surroundings.

93. Zeehan 1890 from west.
94. 1901.
95. 1890 showing Mt. Runde.
96. 1871.
97. Warin St. - Peppin Day 1890.
98. 1901 from Cattle Beach.
99. 1890 from Anderson.
100. 1901.
102. 4.101 to Grand Hotel.
103. 1890 at R.C. Church.
104. 1901.
105. 1901 from Cattle Beach Station.
106. East rail, Zeehan from west.
We will now glance at some of the mines around Zsahan, taking them as the first East of the town.

1. General vein, Selten Queen, Ophite, Western, Crown, and Montana mines.
2. Selten Queen Mine
3. Western Mine
5. Selten Crown Mine
6. Western Mine from East -- 270 men.
7. Nevada Flume Department.
8. Credning floor slime department

There are only a few of the large number of mines in the vicinity of Zsahan which are already developed and increasing the large amount of gold which is already booming. The whole area has a great deal of promise. The total value of the mines is about 200,000.

Riding Connecting the Works with the Main Line

117. Nevada Flume Sluicer's Smelter
This establishment has of immense value to the district, enabling the lower grade ore, unprofitable to mine for export, to be treated in the field at a profit, and consequently has a large re-energizing business.

118. Sluicer's from L.C.

The railway on the railway to Zsahan is not first-rate, and nothing grand and the town is more sleepy. Perhaps the Puy PUBLIC, which is about 15 miles from its mouth, is the point.

119. Public Flume from Railway Bridge

The railway is about 338 miles long, and the route is about 170 miles.

120. Year
121. April
122. at the Inlet.

4. East Zsahan from N. S. (285 miles from Zsahan)

Regatta Point