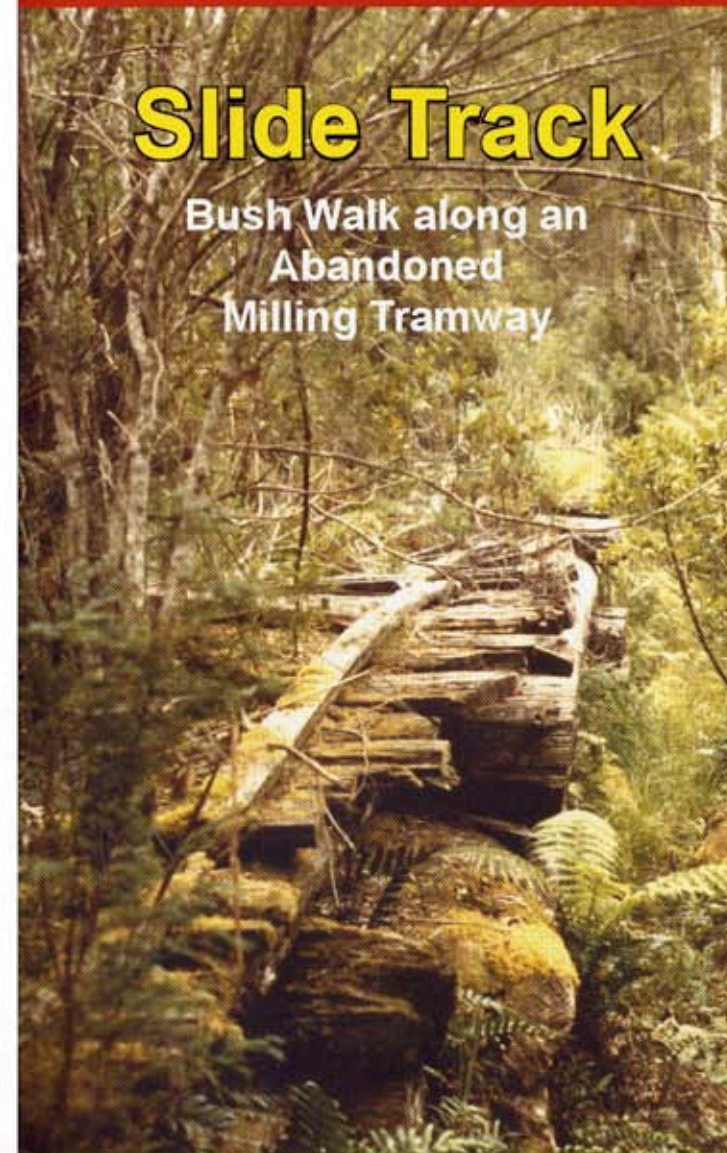


Bruny Island Adventure Bay

Slide Track

Bush Walk along an
Abandoned
Milling Tramway



10 Minutes

(2) Marks the entrance to the ruins of the chock log bridge over Midway Creek. Logs tower 20 metres high. It used to have a span of 25 metres, but fire has removed most of the tramway section of the bridge.

10 Minutes

(3) The Swamp Gum Landing, on the left, where logs were stacked while awaiting transfer to the mill. Watch for the length of haulage wire soon after leaving this section.

10 Minutes (several sites)

(4) Very little remains of the leg log bridge on the right as you negotiate the rocks across this un-named creek.

(5) The excavation is evidence of Gray Bros track, used during the 1900's, towards the Arched Island area. This section required two haulers to bring the logs up with wires, one hauled to the next, then to the landing.

(6) One of Crisp and Gunns branch lines towards the Arched Island area. Watch for a set of bogie wheels beside the track, and a log which must have rolled off and been left behind.

5 Minutes

(7) Site of the Base Camp. Evidence of the Landing. A large stump, used to anchor the hauler, still has signs of rope marks and an attached shelter. This once had a fenced horse-yard, stables, and a tank on the right. On the left, a two roomed hut where on man stayed during the week to feed the horses and get the 'steam up' on the hauler before the men arrived for work. The horses were led up from Adventure Bay on Monday mornings and returned on Friday evenings. (There were four horses originally, but these were reduced to two by the mid 1950's.

15 Minutes

(8) An enormous rock, blocking the track signifies the beginning of the 'slide' section of the tramway, cut by hand, transversing at altitude of 200 metres, with a sheer drop into Haulage Bay. This section is where the 'square pegs in round holes' can be clearly seen; also a small section of iron rail, used to save the steel wheels cutting into the wooden tracks. Logs have been positioned across the top side of the track to break the rock slides.

An open, moss covered rock area, is an ideal place to stop take stock of the leeches and the view. A little further along the track, a lookout has been constructed, looking across Haulage Bay towards Mangana Bluff.

After leaving the slide section, a wider track denotes the presence of a dozer-formed roadway, which followed the tramway.

30/45 Minutes

(9) A branch line to a horse track from Adventure Bay. This grassy, flat area, beside a small dam, makes a lovely setting for a picnic lunch stop; just over half the track has now been covered.

2 Minutes

(10) Arch Davey's upside down bridge - small logs underneath large logs - was built in a one-man effort under contract to Crisp and Gunn during the early 1940's. It is relevant here to recall that the tramway from here to the mill site near Blighs Creek was originally constructed by Arch Davey, with many branch lines to timber and saw mill sites still not uncovered.

15 Minutes

(11) A branch line to the right leads to Kadens Tree, where Karl Herman Kaden (1846-1901) made his bunk in a hollow trunk and stayed during the week while clearing this area. Nearby is a concealed landing on the right, very overgrown now, but enough remains to see that it was a major landing.

20 Minutes

(12) Entrance to the track off to the right, leading to the mill site of Arch Davey, sold to Roy Clennett in 1937, who subsequently sold it to Crisp and Gunn in 1940. It was closed down in 1942 when the new mill near Blighs Creek commenced operations.

20 Minutes

(13) The track to the right leads up to one of Arch Davey's mill sites, with evidence of construction attached to tree stumps (now blackened by fire), and a hand-dug water storage pit. The water was collected by syphoning into drums overnight from the creek further out, and then hauled in by horse-sled the next morning, along a cleared track to the mill.

10 Minutes

Time to turn downhill to the end of the day's walk and to observe the sawdust heap near the mill site. Operating from 1942 to 1967, when it was burnt out, one can imagine the direct access route to the tramway on to the jetty in front of the mill.



Don't forget your camera!

Crisp & Gunn Mill 1942-1965

*Produced by
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