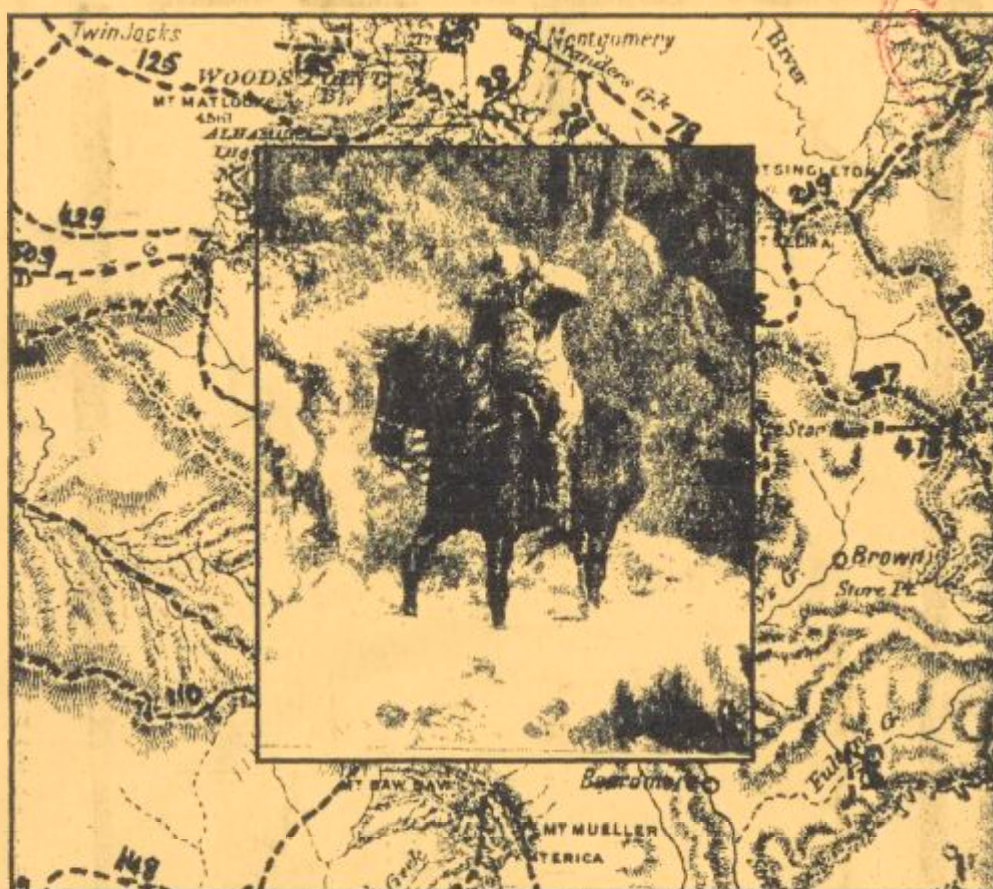


MINING TRACKS OF EASTERN VICTORIA



Inset: Mailman on a snow covered mountain track. Woods Point District.
(Illustrated Australian News 25 September, 1880. Latrobe Collection, State
Library of Victoria.)

*Research report on official pack-horse, bridle and dray tracks cut
by the Department of Mines through Victoria's eastern mountain
region to 1909*

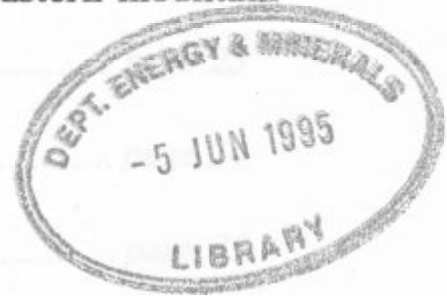
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MINING TRACKS OF EASTERN VICTORIA

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Research report on official pack-horse, bridle and dray tracks cut by the Department of Mines through Victoria's eastern mountain region to 1909



WITH MAPS & ENLARGEMENTS.

Source: – *Central Plans Office; Division of Survey & Mapping, Victoria
Historic Plan No: VIC/GEN 17.*
– *Department of Industry, Technology & Resources; Library
Microfiche collection; Progress Report No. 8.*

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ACKNOWLEDGEMENTS

Maps reproduced with permission of Survey & Mapping, Victoria and Department of Minerals and Energy.

The assistance of the management and staff of these departments is appreciated.

INTRODUCTION

Despite the absence of many numbers this is a complete list published by the Mines Department in December 1909. Missing numbers may refer to tracks cut in other portions of the state, planned tracks never completed, or, in some instances, tracks which appear to have been upgraded to roads prior to the published date.

Neglected mining tracks can often be recognised as those overgrown tracks of about 4 to 6 feet in width, possibly overgrown, and encountered here and there in the bush often sidling around a hillside. Others have been converted to four-wheel-drive tracks, bush roads and even highways.

Details which follow names of tracks have been extracted from various other research material and present day observations. Further information of any track listed would be appreciated. Where and amount in £/s/d is mentioned, it represents the cost of completion of the track.

Many enjoyable and adventurous excursions can be had by tracing or attempting to trace overgrown and neglected mining tracks;

But be warned – visual evidence of neglected tracks can disappear without notice and can often be dangerous where landslips have occurred. It is foolish to follow tracks into unknown country and without good, detailed topographic maps.

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MINING TRACKS OF EASTERN VICTORIA

Mines Dept. Details
Track Number.

2. Howqua River Track

Followed the course of the Howqua River linking Mansfield/Jamieson district to mining localities along the river then on to the Great Dividing Range at Mt. Howitt.

This track eventually became a main link between the Gippsland districts of Dargo, Crooked River, and Wonnangatta to Mansfield.

Now an Alpine Walking Track feeder, the track has largely been kept open along its original course.

7. From Tanjil to Matlock.

Linking the Russell's Creek goldfield with those at the Upper Goulburn and Upper Thomson watersheds. The track went over Mt. Baw Baw via the head of the Tanjil River then crossed into the Thomson watershed to reach the Great Dividing Range near St.Clair.

The approximate route today would appear to be via Roley's Ridge Road to Tanjil Bren, then the main Baw Baw Road to the mountain. From there the Alpine Walking Track is picked up to Mt. Whitelaw and the Thomson Valley Road. The route may then have continued along the ridge tops to join the Great Dividing Range at The Triangle, or across the headwaters of the Thomson River to St.Clair.

8. Wheeler's Creek Track
 10. From Deptford to Haunted Stream

Connecting the Nicholson River diggings to those at Haunted Stream meeting track No.11 at Stirling.

11. Up Haunted Stream and branch to Mount Baldhead

Providing through access to the whole of the Haunted Stream Goldfield from the Tambo River to Mt. Baldhead.

Haunted Stream Track to Dawson City then via Boomarang Spur to Mt. Baldhead.

12. Mitchell River Track

Following closely the Mitchell River from Dargo River(?) to Glenaladale giving access to miners and farmers around Mitchelldale (Tabberabbera) and also prospectors on the Middle reaches of the river..

The upper part of the track passes through private and leased property to Angusvale. Sections near Tabberabbera and Run-Me-Down are still noticeable. From Angusvale a popular walking track follows its approximate route to the Den of Nargun at Glenaladale.

14. From Waterford to Talbotville

Being a direct route from Bairnsdale or Stratford to the Crooked River Goldfield.

Closely followed by the Crooked River Road via Glenlee. Some of today's crossings of the Wongungarra were avoided by the early track which can be picked up in places.

17. From Orbost to Bendoc

Main road from Gippsland to the Bendoc diggings, originally going over Mt. Buck and Mt. Watt in the approximate direction of the Old Bonang Highway keeping to higher ground than the highway today.

19. From Knockwood to Wyeton

A track which followed above the course of the Goulburn River linking Jamieson with the mining district of Stander's Creek. Wyeton was a small village near a group of mines.

22. From Coast to Bendoc

Commencing at Old Coast Road, Yeerung Creek then following a reasonably direct line east of Mt. Ellery, via Clarkeville to Bendoc.

28. From Woods Point to Stander's Creek

Linking Wood's Point to Wyeton, Stander's Creek. This track followed the course of the Goulburn River from Gooley's Creek upstream of the Stander's junction.

29. From Saltpetre Creek to below King's Hotel

Followed the course of the Gibbo to Saltpetre Creek serving the miners on that creek. The track continued some distance up Sassafra Creek.

30. From Saltpetre Creek to Loch Mine

32. From Hinnomunjie Crossing to Mount Wills Tin Mines

This track became known as The Knocker Track being a waggon route from Glen Wills/Sunnyside to Omeo. At one time this track was regarded as the steepest gradient for wheeled vehicles in Victoria as it ascended a 1506m peak known as 'The Knocker'.

The track started near Mr. M.B. Carmody's Hinnomunjie Inn at the crossing of the ⁵ Mitta, then rose over the Nine Mile Creek divide to a refreshment house kept by Mrs. Reeves at that creek. The original track then went over the very tops of rises and ridges to The Knocker. Several deviations were subsequently made to avoid the steepest pinches. Near the highest point, the road deviated around 'Grecian Bend' to begin a rapid descent to Sunnyside.

34. From Cobungra to Freeburgh & Snowy Creek
35. Between Orbost and Bonang connecting with coast road at Yering River.
37. Up Log Bridge Creek towards Dart River

Followed Log Bridge Creek from near Berringama to below a junction of its two main branches then across the dividing ridge to the heads of Wabba Creek.(??)

38. From Main road through Moondarra to Baw Baw Range

Opened up unprospected country around the heads of the Tyers River and Baw Baw Plateau. This track became a favourite tourist route early this century and now forms that part of the Alpine Walking Track from the East Tyers River to beyond Mt.St.Gwinear.

The track connected with another from the Upper Yarra to form a long distance tourist track from Warburton to Walhalla. Several accommodation huts existed along the way.

39. From Dargo to head of Nicholson River

Linking the goldfields and agricultural district of Dargo to the mining districts of Stirling, Brookville, and Omeo.

Original plans show the track as commencing at the Lower Dargo River then crossing Budwuid Creek, perhaps close to the present course of Black Gully Road to Gidley Track, before joining the ridge near Mt. Steve. It then descended to the Wentworth River and up to Mt.Baldhead at the head of the Nicholson River.

A variation of this route seems almost certainly to have created what we know today as Jones Road.

40. From Tanjil to Mt. Baw Baw

Opened up unprospected country around the heads of the East Tanjil and West Tyers Rivers. The track started at the Old Tanjil Township then climbed the spur dividing the

Tanjil River and Bull Beef Creek, keeping to the heads of Good Hope and Lady Manner Sutton Creeks to Charity Creek and on to Mt. Baw Baw.

Some forestry roads would now seem to have adopted part of the route culminating in Charity Spur Track and the main Baw Baw Tourist road.

41. From Little Dargo up valley of Dargo to Mayford

River track accessing miners working between the Little Dargo River and Mayford.

43. From Bonang to Buchan

Crossed the Snowy River above its junction with Buchan River then ascended a ridge above Yalmy River to cross that river following roughly the present course of Yalmy Road. (??)

44. From Cravensville to Dark River

45. From Wonnangatta to Mount Howitt

Connecting the Gippsland side of the Dividing Range to The North East and Mansfield region, also being a vital link in a chain of tracks from Dargo to Mansfield. This track started at Wonnangatta Station then followed a reasonably direct route to the plains of Mt.

Howitt.

46. From High Road between Aberfeldy and Woods Point to Ross's Creek, Jericho

Several mines were worked around Ross's Creek and it would seem this track was constructed to meet the needs of those mines

47. From Magpie Creek to Walhalla-Moe Road

This track connected the Neerim agricultural district with the Walhalla mining area following roughly the Latrobe River Road and Kings Road from Neerim East to Fumina South; then crossing both branches of the Tanjil River and branches of the Tyers River to join the Walhalla/Moe Road somewhere near Cooper's Creek.

51. From Mt. St. Bernard to Mt. Howitt

A high track across some of the most rugged Victorian Alpine Country traversing the Barry Ranges.

The Alpine Walking Track now takes in the same route from Mt. Howitt to St. Bernard.

55. From head of Bendoc River to Combienbar

Part of a network of tracks opening up some remote mining country around the heads of the Bendoc, Delegate, Brodribb and Bemm Rivers.

59. From Bulumwaal to Yahoo Creek

61. From Dartmouth to top of Gibbo Range

The track kept south of the Dart River (now partly submerged by the Dartmouth Dam); then, according to a Mines Department Plan, kept to a leading spur to Mt. Gibbo. Possibly via Sassafras Gap, Zulu Saddle and Saltpetre Gap.

62. From Old Deptford track to Yahoo Creek and Marthavale

Yahoo Creek was a minning area and Marthavale a small selection farmed by the Bischoff's. Both were on the upper reaches of the Nicholson River.

63. From Bright to Mt. Wills Tin Mines

An ambitious attempt at linking Bright to Glen Wills via Mt. Bogong (or Bogong Creek Saddle) and the Big River.

65. From Enoch's Point to Yarra Track up valley of Big River

Following the route of today's Big River Valley Road to Stockman's Reward then via Stockman Spur to reach the Yarra Track of the Great Dividing Range near Walker's.

66. From Junction of Goulburn and Black Rivers towards head of Buckland River to track No. 80

67. From Granite Flat to Mt. Wills

Linking the mining settlements and also providing access from Omeo to Mitta Mitta.

The route from Granite Flat to Mt. Wills would follow the approximate position of the road today including the section through the former settlement of Lightning Creek where the famous Mammoth Flume once spanned the creek and road.

72. From Nuninyong to Woongulmerang

This track appears to have started at Bindi Station then ascended the Nunnung Plains and Mt. Nunnung to continue across the Buchan River near Woongulmerang.

76. From Mt. Tennyson along coast range to join Bendoc-Combienbar Track 55 thence to Orbost road at Bonang
77. From Goongerah on Orbost road to Clarkeville
78. From Leviathan Track along Standers Creek, by Mulholland's to main divide
80. Up Jamieson River to Silver Creek, and thence to Lakeland's Flat

Silver Creek was the site of a Quicksilver mine and is now generally referred to as Quicksilver Creek. The track followed the southern bank of Jamieson River and then branched to Mitchell Homestead and Wren's Flat.

81. From point on Bruthen and Omeo Road to point on Bruthen-Deptford dray track
82. From point on track 38, at Upper Moondarra, to junction of Aberfeldy and Thomson Rivers

This track connected the districts of Upper Moondarra and Walhalla by a link track from the Moondarra-Baw Baw Track.

1897 2 miles £13.2s.6d.

83. From point on Omeo-Freeburgh Track along Kiewa River to Simmons Creek Gap
84. From Point on Bruthen Deptford Track, following dividing Spur between Nicholson River, Tambo, and Haunted Stream to Mount Baldhead

Ridge top track on divide between Nicholson and Tambo Rivers. Today's equivalent would be the Bruthen-Mt. Baldhead forestry road.

85. From Tom Groggin along valley of Murray to Lower Limestone.

Constructed to enable access to the Murray River border country, and the Buckwong Ranges for prospectors. The track commenced at Tom Groggin, followed closely to the Murray (or Indi) River to its junction with Limestone Creek, then up the creek to Pendergast's selection.

1896/97 35½ miles £689.15s.6d

87. From Sheep Station Creek along Tierney's Creek to Haunted Stream

Main link from Stirling (Haunted Stream) to Brookville (Sheep Station Creek) and thus on to Omeo.

Most likely via Stirling Track on to the Angora Range and on to Brookville.

90. Up Pheasant Creek at Ten Mile
91. From Bonang to Clarkeville
92. From Woollybutt reefs to Yahoo Creek

Track connecting a reef near the Bullumwaal-Baldhead Road to the mouth of Yahoo Creek, a tributary of the Nicholson River and mining locality.

Yahoo Road would now appear to follow the approximate route.

93. From Kiewa River (at island) to Mount Fainter
95. From Deptford along Nicholson River to its head

Main access route connecting all the Nicholson River mining localities culminating with an ascent of Mt. Baldhead from Bischoff's selection, Marthavale.

Nicholson River Road and Track from Deptford now follows a similar route.

96. Up Freestone Creek to Lee's Creek and a branch to Tucker Hut on the Upper Gladstone

Lee's Creek and Tucker Creeks are tributaries of the Upper Freestone Creek, also referred to as the Upper Gladstone goldfield.

This track appears to have followed Freestone Creek from near Briagolong, then up a leading spur to Mt. Budgee Budgee and on to the main Dargo Road at Pretty Boy Pinch.

97. From junction of 25 and 30 Mile Creek up 25 Mile Creek to track 106

Providing access for miners working around the upper reaches of Crooked River to the Dargo High Plains.

98. From Contention Gully to Reefton (Upper Yarra)

Access track opening up the watershed of the far Upper Yarra. This track also provided an important link in the tourist track from Warburton to Walhalla via Mt. Baw Baw.

The track was also used extensively, early this century, by visitors to the Yarra Falls, a scenic feature unavailable to the population today by being within the boundaries of the Upper Yarra Reservoir water catchment.

99. From Upper workings on Crooked River to junction of 25 Mile Creek

100. From Bullumwaal to Dargo via Merrijig Creek

Provided a link between the mining areas of Bullumwaal and Dargo via the small mining localities of Merrijig Creek and Sandy's Creek and the rural settlement at Tabberabbera.

The earliest version of a track appears to have followed a more northerly course across the headwaters of the creeks, than today's Tabberabbera Road.

101. From Reefton to Farings house

The Fehring family owned a wayside house on the Yarra Track which connected Marysville to Woods Point from the early 1860's into this century. This track also connected the Yarra Track to the Upper Yarra and Warburton districts via a route explored by John Sullivan in 1862. It was upgraded during the early 1900's to a standard suitable for coach travel.

Closed to all unauthorised public access today by being within the Upper Yarra water catchment area.

102. From Mitta Mitta River, near junction of Eustace Creek to Gibbo River

This track enabled miners on the Mitta Mitta to obtain stores from Benambra when the river was in flood. It commenced where the Corryong-Omeo Track left the Gibbo River, then continued North West over the Gibbo Range and on to the Mitta Mitta- Dark River junctions (Dartmouth)

Constructed 1896/97 14½miles £150.19s.4d

Several gold bearing reefs were discovered around the high plains and it was probably hoped that construction of a track across the Niggerhead and Fainter range would assist further discoveries.

106. From a point on Road from Mount St. Bernard to Grant (20 miles from Mt. St. Bernard) westward, crossing sources of Crooked, Wonnangatta and Wongungarra Rivers.

Opened up the unprospected area between the Dargo High Plains and Wonnangatta Valley.

107. From Glen Wills to Mount Hotham

Across the Bogong High Plains via Mt. Cope after descending to Big River. From Mount Cope a ridge was followed around the heads of Bundara, Cobungra and Kiewa Rivers.

108. From Bald Hill Creek to Cassillis

110. From main Neerim-Reefton Track to Tanjil to Matlock Track

Link track around the heads of the Yarra River and along the boundary of the Upper Yarra Reservoir catchment area; between Muddy Creek Road and the Loch Valley-Triangle Road

112. From Rose of Denmark mine to Gaffneys Creek to Moonlight Creek.

113. From Drummond's Point up Ryan's Creek to Bald Hill

Giving a means of access to miners working on Ryan's Creek. A mine called The Golden Bar was worked near the creek in 1894.

117. From Tolmie to Mount Howitt

Via Wombat Hill and the Delatite-King River Divide to open up previously unprospected country.

118. From Nelson Creek, right hand branch of Buckland, to Dividing Range

Gave access to a large part of the Upper Buckland passing close to Lee and Pettigrew's Reef which was giving early yields of 20 to 30 ounces per ton.

1897 9 miles £92.10s.

120. On North side of Goulburn River towards Howqua River and Mount Buller

123. From Dray Track between Yarra Track and Reefton to Donovan's Creek and thence to Bear Creek.

Constructed following a rich gold discovery in the area.

1896/97 5.75 miles £44.19s.11d

125. From Woods Point to Big River Track

126. From Knockwood up Moonlight Creek

128. From Ryson's Creek to Warburton Track

Ryson Creek is a tributary of Bunyip River near Labertouche. This track bisected the heart of Tarago/Bunyip River country past Gentle Annie, The Three Sisters and Spion Kopje to the Neerim-Warburton track, probably near Pioneer Creek.

130. From Mitta Mitta Junction to head of Scrubby Creek and Mountain Creek, Tawonga

The track ran westerley from Mitta Mitta Township across Scrubby and Little Snowy Creeks to the Kiewa Valley. It opened up a large area for prospecting and a number of reefs were subsequently opened.

1897 18½ miles £161.2s.

132. From Quinn's Hut to a point 12 miles from Reefton, on track from Reefton to Crossover

Access track to previously proven auriferous country to enable further prospecting also a major link between the Upper Yarra Valley and Gippsland.

1896/97 12 miles £21.7s.4d

134. From Crossover Creek to Walhalla-Reefton Track

Linking the Latrobe and Neerim districts to Reefton on the Upper Yarra.

144. From Orbost to Bendoc, via McCullagh and branch track
147. From Mallacoota to Bendoc

A long distance track passing through vast tracts of unexplored and uninhabited areas via Genoa Peak, Wingan River, Upper Thurra River, West of Mt. Kaye and on to Bendoc.

148. From end of Fumina Track to Tanjil-Matlock Track

Another of the network of tracks south-west of Mt. Baw Baw around the heads of the Tanjil River.

153. From Orbost Road over Mount Ellery to Goolengook thence to Club Terrace

Reefs were opened at Ellery Creek following the cutting of this track. Linked Club Terrace with Bendoc-Orbost Road.

1897 26½ miles £128.1s.8d

156. From point above Towong on Murray River to Tom Groggin

The track commenced about five miles west of the township of Corryong where the Thowgla Creek Road crossed the creek. It then continued in a North Easterly direction on to the Indi (or Murray) River which it followed to the junction of Limestone and Omeo tracks at Tom Groggin. A useful track for miners working at Mt. Onslow, Bourog, and Tom Groggin.

1896/97 abt.30 miles £635.3s.3d.

162. From Gaffney and Moonlight Creeks to Star of Erin Mine

Passed to the left of Mt. Terrible giving access to the Star of Erin Mine which was extracting payable gold.

1897 7 miles £167.5s.

165. From Mount Birregun up Dargo River

166. From Harrietville up Ovens River to Razorback

Mining access track to the Upper Ovens River mines. Immediately following completion of the track, a crushing plant was brought in via the Omeo Road and this track to the Razorback. Said to be used more than any other track in the district during its time.

1896/97 11½ miles £338.6s.8d.

169. From head of Tierney's Creek and Sheep Station Creek to Doctor's Flat

Several gold bearing quartz reefs were discovered in the vicinity accessed by this track.

1896/97 10 miles £66.1s.4d.

170. From Harrierville to source of West Branch of Ovens River, with branch along left hand side of Ovens River

172. From Pioneer Mine to just past Bryce's, on Wongungarra River

Running for some considerable distance beside the Wongungarra River.

174. From coast between Wingan and Mueller Rivers to track 147, near Drummer Range and Wangarabell

Connected outlying areas of Croajingolong and allowed access for prospecting parties in a previously inaccessible region.

1897 30 miles £219.11s.11d.

175. From point on track 148 down Icy Creek at head of Stony Creek, to the intersection of Tracks 7 and 47.

Link track connecting previously constructed tracks

1897 3 miles £21.19s.3d.

177. Up Gaffney's Creek to Eldorado Mine

The track served a large number of miners employed at the Great Eldorado and South Great Eldorado Mines and assisted to open up these mines.

1896/97 2½ miles £92.11s.8d.

185. From Track 180 to Cronin's Creek

Access track to allow prospecting in a promising belt of country.

1897 3½ miles £86.10s.9d.

186. From Murrungower to Ace of Clubs Reef and thence to the Bemm River

Various reefs were discovered at Club Terrace and Boulder Creek near the route of this track.

1897 5 miles £25

189. From Track 144 to Track 147 via Ace of Clubs Reef

The cutting of this track led to the discovery of alluvial gold in the Combienbar River.

192. From Bemm River Bridge to Club Terrace

This track was an improvement to an existing one and was cut to allow access for waggons to Club Terrace.

1896/97 17½ miles £88.8s

193. From near Mt. St. Bernard along the East branch of Wongungarra

Followed the East branch of the Wongungarra to its junction with the West Branch and connecting a chain of tracks following the river along its entire course including both branches.

194. From junction of Wongungarra up West branch of Wongungarra

Access track to allow more thorough prospecting of the area and another in the chain of tracks which once gave complete access to the river.

1897 16 miles £150.6s.8d

195. From Mitchelldale to Dargo-Omeo Track via Wentworth River

Followed the course of the Wentworth from its junction with Mitchell River to Jones Road (Dargo-Omeo Road).

Several selections along the river were accessed by a packhorse or foot track.

The upper portion of the track from Jones Road to Mt. Steve Track is generally followed today by Wayne Track.

The remainder of the track can be seen in places such as near Waller's Hut however because it tended to cross the river frequently on to flat sections, it can be difficult to follow.

196. From Morgan's on East Branch of Buckland River, to Main Divide

Morgan's was a cattle station on the Upper Buckland River, later known as Beveridges. It was hoped that the track would allow the prospecting for continuation of reefs discovered on the opposite side of the range between the East Buckland and West Ovens Rivers.

1896/97 15 miles £34.10s.

198. From point 2 miles south of junction of Brodribb and Rich Rivers to Mt. Ellery.

Constructed following the discovery of several reefs to the west of Mt. Ellery providing direct access to the Mt. Ellery field from the south towards Club Terrace and Orbost.

1897 30 miles £84

199. From Jordan up B.B. Creek to Loch Fyne, thence to Matlock Track

Allowed the cartage of machinery and goods to the Loch Fyne Mine from the Jordan Valley. Sections of the track can be followed with difficulty through thick scrub.

1897 4½ miles £125.1s.3d

201. Up East Branch of Ovens River to Boustead's

Gave access to mining localities. Boustead's was the St. Bernard Hospice situated at the junction of the Dargo and Hotham Roads. Also referred to as Mother Morrell's.

202. From Curley's Creek to Clarkeville

Good alluvial gold was discovered along the length of this route.

1897 6 miles £38.2s.6d.

203. From Bluey's Creek to Limestone River and Black Mountain

Connected the Tambo Valley with the Buchan and Snowy Rivers.

1897 32 miles £78.6s.3d.

204. From Bindi to Bluey's Creek

205. From end of Track 66, Jamieson River, to Howqua River,
crossing Cameron, Barney, and Lickhole Creek

207. From The Springs via Mount Useful to Black River

The track intersected a lot of unprospected country.

The route of the track was originally explored by Thomas McEvoy in 1862. McEvoy was looking for a line of road from Gippsland to the Jordan Valley goldfields, however the section beyond Mt. Useful was never used to any great extent.

Mt. Useful Spur and Selma Roads to The Royal Standard Track follow the approximate route today.

1897 17 miles £42.

210. From Fumina Road to Whitelaws Track

Intended as a short route to assist village settlers and miners at Hawthorne Creek.

1897 1½ miles £12.

211. From Stringybark Creek, at Archertown and Toombulloop, to
diggings at Stony Creek, Edi.

Access track to assist the movement of the district mining population.

1897 4½ miles £87.1s.4d.

212. Up Buffalo River to Mt. Howitt Track No. 51

Useful, all seasons track for miners travelling between the Ovens Valley and Gippsland.

1897 30 miles £130.6s.6d.

213. From Little Bog and Bulda Rivers to Bulda

214. From Walker's to Stockman's thence to Twin Jacks, Big
River

216. From Tolmie to Buckland Junction

Connection between the Upper Buckland and Jamieson/Woods Point districts. Several claims were worked following the opening of the track.

1897 44½ miles £426.19s.3d.

218. Up Starvation Creek, Upper Yarra, to Big Pat's Creek

219. From Connors Plains to Track No. 66, at a point south of
Mt. Skene

221. From Eskdale up Little Snowy and Digger's Creeks to Mount
Wills Track

222. From Marysville towards Warburton, via Mt. Bismarck,
Paradise Plain and Mt. Strickland

226. From Moondarra Track at La Trobe River, to New Neerim Road

Connected the Moondarra mining area with the Tanjil Valley.

228. From Birregun Crossing up Dargo River to Mt. Birregun
 229. From termination of Tabberabbera-Dargo Track to main road near Dargo

Creating part of the Lower Dargo Road as we know it today.

239. From Turnback Creek, Gelantipy to Snowy River
 247. From Long Gully along Charlotte Spur along Sheep Station Creek

Afforded direct communication with the mining localities of Long Gully and Sheep Station Creek.

1897 1.25 miles £19.10s.

248. From Gelantipy to Bonang
 249. From Gap near Dargo, to head of Riley's Creek, thence along Dividing Range to Grant Road
 250. From Orbost to Buchan-Bonang Track
 251. From Ten Mile and Sailor Bill's Creek to Star of Erin Mine

Access to the auriferous streams flowing below Mt. Terrible.

1897 5½ miles £89.7s.6d.

252. From Buembah to Tom Groggin

The main route used by prospectors and diggers from Omeo to Tom Groggin and Monaro (NSW).

1897 29½ miles £10.15s.

- 253*. From right bank of Tallangatta Creek to Dark River

Shorter variation of a previous route servicing the Dart River goldfield. The new track also made winter travel easier. The track commenced about 23 miles from Tallangatta on the Cravensville Road, and followed the Western Branch of the Tallangatta Creek to its head, crossing the range at a low gap between Mt. benambra and Mt. Taba down to Sandy Creek, which it crossed before joining the Dart River-Mitta Mitta Track .75 mile before Glendart.

1897 30 miles £196.8s.4d.

- 254* Dungey's Track. Bright to Omeo.

Low all weather route connecting the Glen Wills and Omeo mining districts with the Ovens Valley. Starting at the junction of the Victoria and Cobungra Rivers it followed the Cobungra River upstream to a low gap between Mt. Hotham and the Bogong High Plains, then over to the Kiewa River. This river was followed downstream for some distance before the divide separating it from the Ovens Valley was crossed north of Mt. Feathertop. The track then followed a small creek on to the main road at Freeburgh. By making good use of low saddles on the ranges, the chance of the track being blocked by snow was minimised.

Re cleared 1897 at a cost of £115.11s.10d. 40 miles.

257. From Goulburn River near Jamieson, to Fryers Creek and Enoch's Point

Ascending a spur near Polletti Creek over Mt. Terrible.

258. From Cullen's, on the Aberfeldy, to Woods Point High Road known as Spud Track

1897 4 miles £28.8s.9d.

260. From B.B. Creek along west side of Jordan River to Yarra Track

Easier access for miners at B.B. Creek to the Yarra Track.

1897 8 miles £91.17s.6d.

262. From Granite Flat to Mountain Creek
264. From Buchan-Bonang Track (No.43) Easterly to Mt. Ellery

Access track for miners at Club Terrace and Ellery diggings to Buchan.

1897 13 miles £65.5s.

265. From Spud Track (No.258) up Aberfeldy River to Mt. Selma
267. From Enoch's Point to Low Gap, at head of Boyd and Cable's Creeks, thence to Old Specimen Creek Track

This track opened up the country west of Enoch's Point for prospecting parties.

1897 2½miles £30.9s.5d.

272. From Zulu Creek to Hill Foot
276. From Grant to junction Good Luck Creek with Crooked River

Most likely the route now depicted by McMillan's Track and Bulltown Spur.

277. From Wombat to Lightning Creek, along La Fontaine Spur
278. From Upper Yarra to Neerim-Matlock Track via Alderman's
279. From Mia Mia to Enoch's Point
281. From Reefton to Holland's Hut on track 278

Owing to the cutting of this track tin was discovered at Big Pat's Creek and Starvation Creek again worked for alluvial gold.

Recleared 1897 at a cost of £5 7 miles

290. From new Omeo Road to Nicholson River at Track No.95
292. From Glen Wills to Sunnyside

Section of today's Omeo Highway.

296. From Seaton-Donnelly's Creek Road to Tubal Cain Track

Being a waggon track link from Walhalla to Donnelly's Creek via what is now known as Binn's Road.

298. Thowgla Creek to Tom Groggin
311. Mt. Defusion (New Rush Creek) to Livingstine Creek (Dividing Range)
312. End of Spud and Mt.Selma Tracks to Toombon Dray Road at Connaughton's Flat
313. Track to Mt. Elmo at head of Little Snowy Creek
317. Yarra River to Yarra Track via O'Shannassy River

Being a route originally surveyed for a dray road to the Jordan Valley and Woods Point Goldfields by Thomas Guerin in 1862. Also providing an alternate access to the Yarra Track from the Upper Yarra and Warburton.

319. Icy and Pennyweight Creeks to Toorong Road

320. Baldhead-Omeo Road, near 25 mile post to Sandy's Creek

This track was cut to enable mining machinery to be taken to Sandy Creek goldfield and provide access with the Bairnsdale-Omeo Road.

1897 6 miles £30

321. Junction of Yarra and Walsh's Creek to Mt. Baw Baw via Yarra River

Combining some previously cut or blazed tracks giving a continuous route from Warburton to Walhalla and opening up the Baw Baw plateau and Yarra Falls as tourist destinations.

334. Mt. St. Leonard to Buxton

Very little mining was carried on in this area. The track was most likely created to offer prospecting opportunities.

335. Sheep Station Creek to Perversence and Conservative leases, up Right Branch of Creek

336. Bendoc to Crossing Little River, Bog Creek, Quinburra, and Bulda Rivers, to Track No.147

338. Upper Haunted Stream to Fingerboard via Mt. Baldhead Road

Provided a ready means of access from the upper portion of the Haunted Stream valley to the Bairnsdale-Omeo Road near Mt. Baldhead.

1897 £5.12s.

340. Combienbar to head of Far Creek, on North side of East Range

341. Neerim-Reefton Track to Hoddle's Creek

342. Main Road up McMahon's Creek to junction with Neerim-Reefton Track to Hoddles Creek

343. Orbost to Gippsland-Boulder Mine, via Goolengook River

346. To Mt. Lyell and Club Terrace properties at Ellery Creek.

347. Alderman Creek to Tanjil-Matlock Track

348. Loch Valley Road at Bennett's Creek to Starvation-Noojee Track No.218

352. Frenchman's Hill, Woods Point to Blazing Star mining district

353. Dargo Valley Track across Divide to Dargo Omeo Track, at head of Wentworth River

356. To Nugget Mine, Jamieson

361. From Red Jacket to Woods Point-Ross's Creek Track, via Victor's Quartz Claim

Linking the Ross Creek/Red Jacket mines to the Woods Point High Road.

362. Up Delatite River to Tolmie-Mt. Howitt Track

367. From Leviathan Track No.28 to Woods Point Main Road

369. From Dargo High Plains to Jim and Jack Creek

371. From Enochs Point to Star of Erin Mine

372. From Neill's on Track No.7 to junction of Hawthorne Creek and La Trobe River

373. From point between Yarra Track and Yarra to point south of Mt. Morgan

An alternate route connecting the Upper Yarra Valley to the Yarra Track. It is likely that Reefton Spur Road follows this route closely today.

374. From dray road up Buttercup Creek to the Tolmie-Mt.Howitt Track
 377. From Jericho to Victors Quartz Claim
 381. From Ellery Creek Goldfield to Track No. 85
 386. From Walsh's Bridge, on Yarra, to junction of Clear and Damper Creeks

Walsh's bridge was McVeigh's Hotel site on the Warburton to Woods Point coach road.

387. Up Bull Paddock Creek, a tributary of Thowgla Creek
 388. From Talbotville up Brewery Creek
 393. From Deptford to Tambo Crossing
 395. From Mt.Baldhead Road (about 9 miles from Bullumwaal) to Yahoo Creek

Yahoo Creek, a tributary of Nicholson River.

399. From Track No.100 to Track No.195 at Mitchelldale.

Mitchelldale, also known as Tabberabbera.

400. From Violet Town, on Jordan River, to junction of Thomson and Jordan

Access to alluvial mining localities.

403. From Reefton to Mt. Lookout
 406. From Junction of Jordan and Thomson Rivers to Bell's farm on Thomson
 407. From Little Snowy Creek to Gundowring along Back Creek
 409. Up Sandy Creek, Mitchell River, to New Omeo Road

At the time, the new Omeo Road was the Bullumwaal/Baldhead Road.

411. Up valley of Armstrong Creek, via Mt. Morgan, to Woods Point Road

The Reefton Spur now does the job originally required by this track.

418. From Hennessy's Crossing, at Jamieson, to Howqua River-Mt.Howitt Track
 420. Between Waterholes and Bruthen
 421. From Road to Federal Mine to Bonanza Mine, Bonang
 425. From Stirling to Tambo Valley Road at Ensay
 429. From Stockman's up Springs branch to Yarra Track
 432. From Bear's Creek Track to Clear Creek

436. From junction Woods Point and Jericho Main Road to junction Jordan River and Blue Jacket Creek
 437. From Blackfellow's Track to De Grave's Creek
 438. From Big Pat's Creek Road along Mississippi Creek to join Starvation Creek-Noojee Track No.341
 440. From Bell's Farm, on Thomson River, to High Road from Walhalla to Woods Point
 446. From Mitchelldale to Dargo via Run-Me-Down Creek

Remnants of this track exist in places. Mostly via private property. Possibly the Dargo end is now the Lower Dargo Road.

448. From Upper Livingstone Creek to Mt.Steve
 450. From Little River to Buchan

- 454. From Track No.143 to Track No.41, at Mayford
- 456. From Deptford, Via McDonald and Barmouth Creeks, to Yahoo Creek
- 457. From Store Creek to Bullumwaal
- 458. Track No.395, at Sandy Creek, to intersect track No.10
- 463. From Lone Star Spur, via Anderson's battery, on Thomson River, to Woods Point-Walhalla Road
- 464. From Royaltown to Bryant's Creek
- 466. From Combienbar to Bulda
- 470. From Dry Gully near Omeo to the Joker Mine
- 471. From Cassillis township to Cassillis mine
- 475. From Crescent Track to King Arthur Mines

- 476. From Mount Useful to White Star Mine

Cut during a revival at the White Star Mine early this century.

- 482. From Aberfeldy-Walhalla Road to Little Meg Mine
- 485. From Track No.341, down Ada River, to La Trobe River
- 487. From end of Track No.386 up Clear Creek to Woods Point Road
- 488. From Bullumwaal to Mount Baldhead
- 489. From Woods Point-Matlock Road to New Loch Fyne Mine

The track still exists from near the Woods Point/Aberfeldy Road junction, Matlock.

- 490. From Track 369 to Mouth of Jim and Jack Creek
- 501. From Beard's Creek up Barmouth Creek towards Mt.Baldhead
- 503. From Junction Dane's Creek and Wentworth to Track No.195
- 505. From Wombat to Glen Wills
- 507. Up Clear Creek from Damper Creek to Woods Point Road
- 511. From Point near Head of Sandy Creek to Wilkinson River
- 535. From Gooley's Creek to Franklin Group of mines

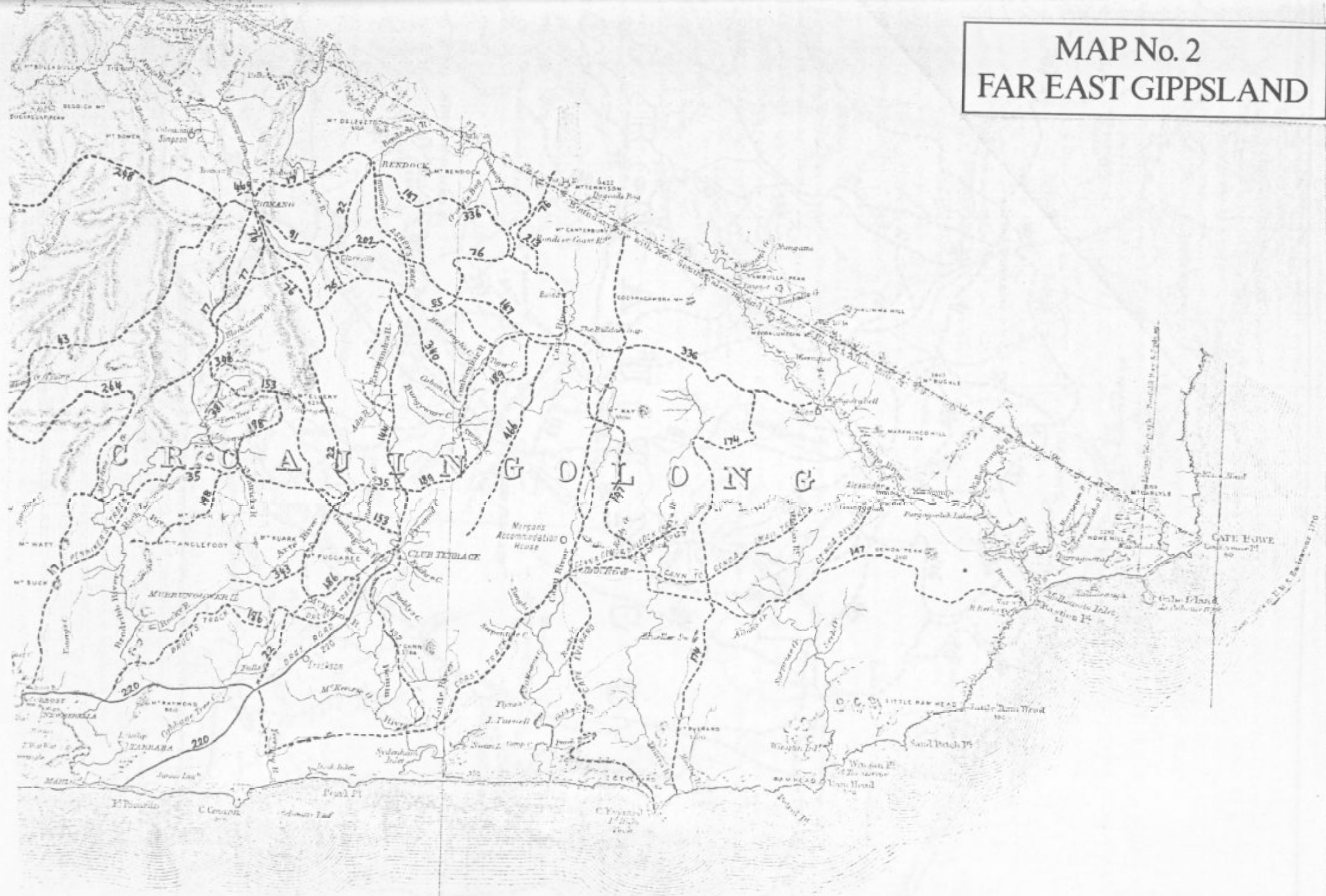
Now a marked and maintained walking track administered by the Forestry Department.

- 538. From Mt.Wills to Mt.Bogong
- 539. From Old Flourbag Road to Friel's Crossing
- 540. From Sailor Bill's Mine Bridge to Wheeler's Battery
- 544. From Sailor Bill's Creek to Champion Tunnel Gold Mine
- 549. From Gelsmann's Camp to Fulton's Creek
- 551. From Mansfield Road to Old Golden Mountain Claim, Tallangalook

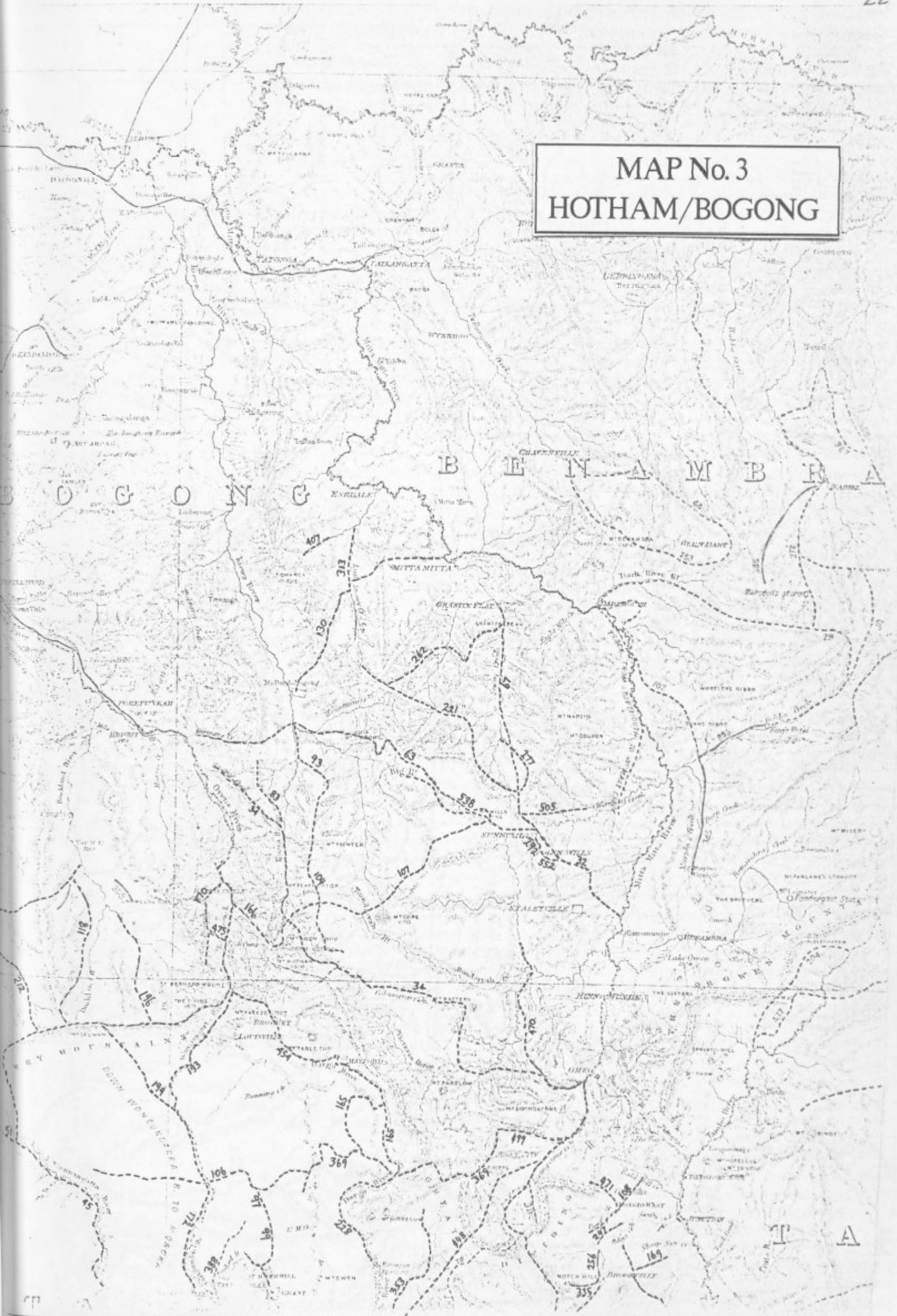


MAP No. 1
TAMBO REGION

MAP No. 2
FAR EAST GIPPSLAND



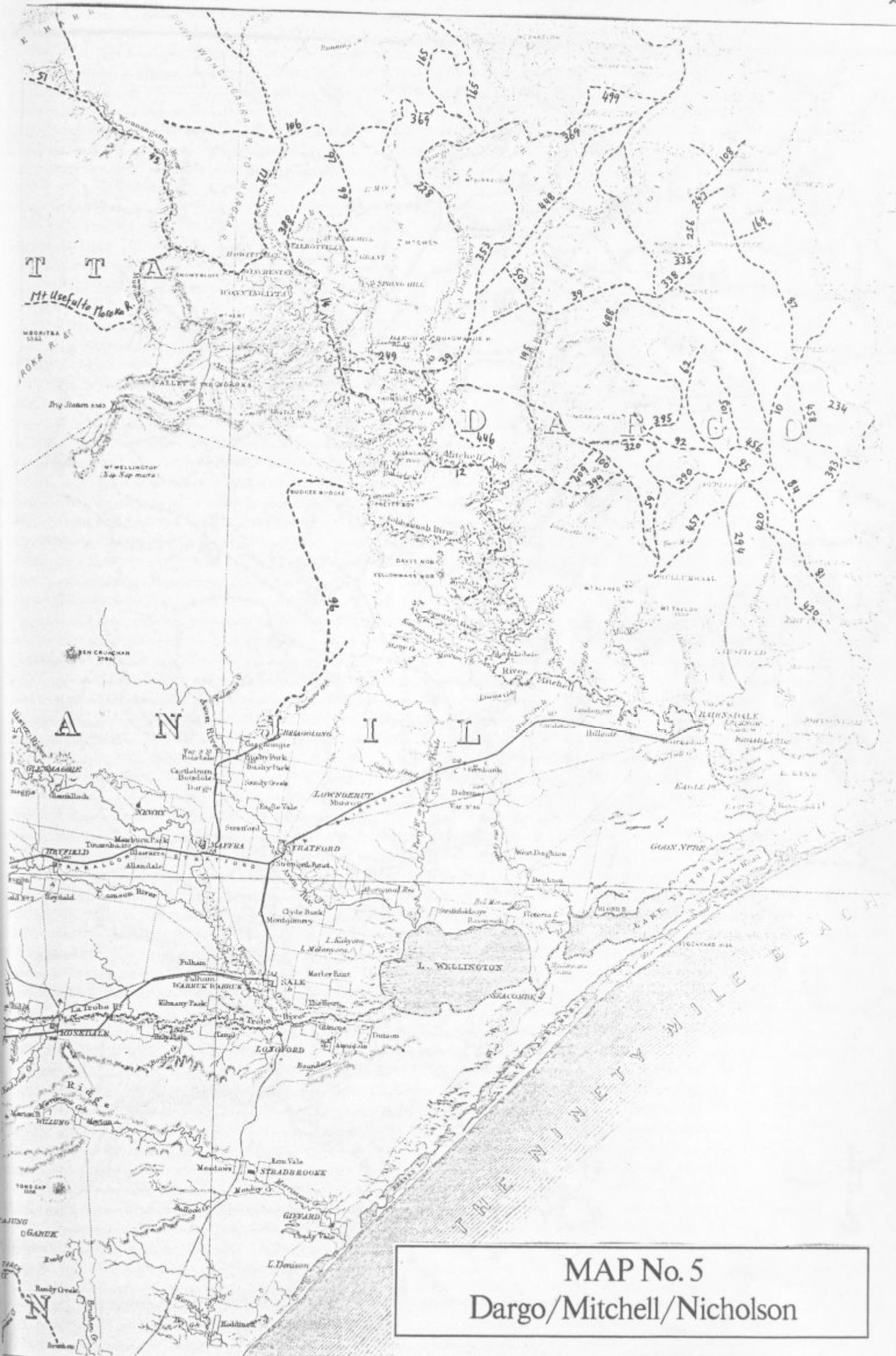
MAP No. 3
HOTHAM/BOGONG



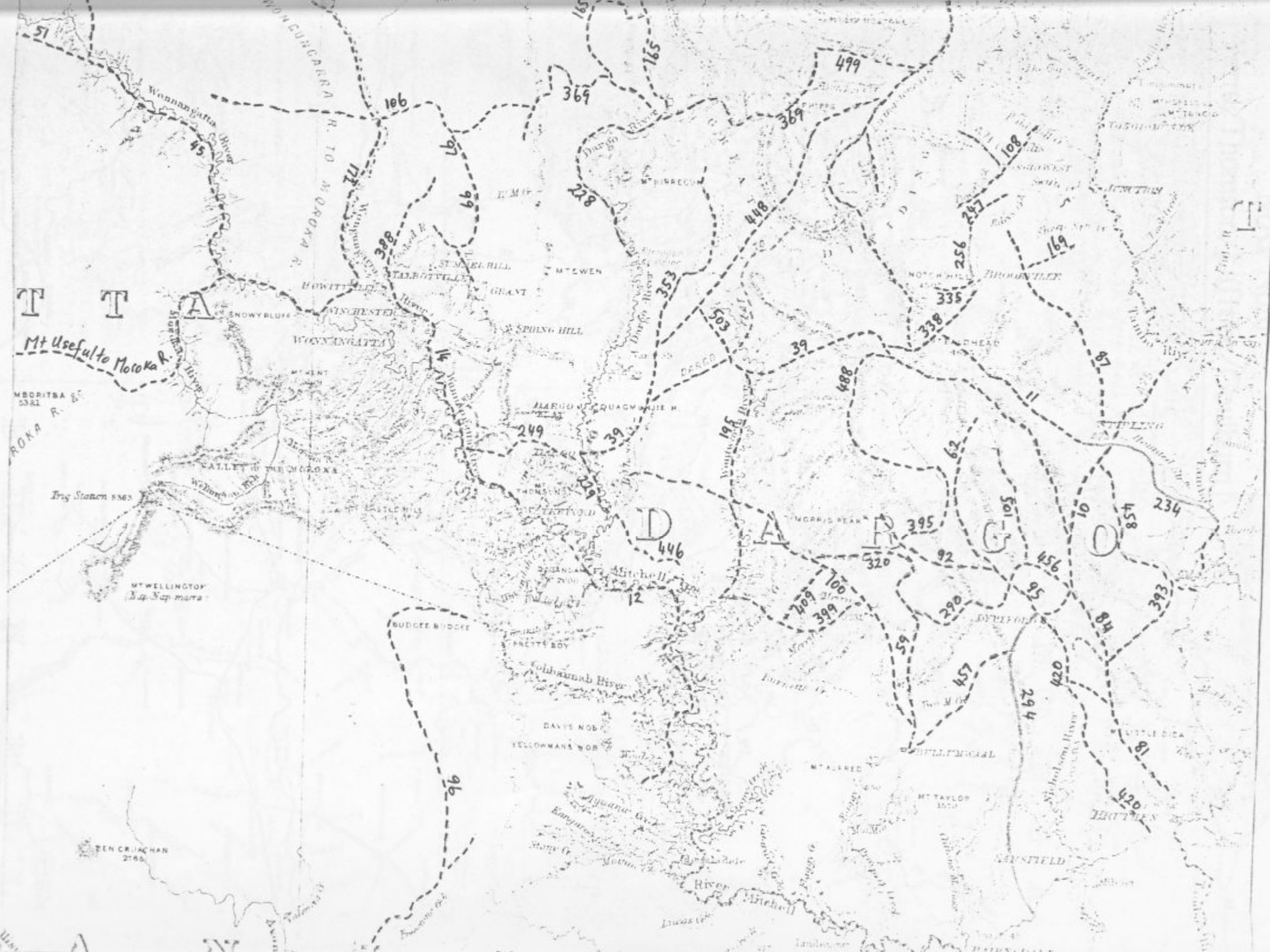


MAP No. 4
HOWQUA



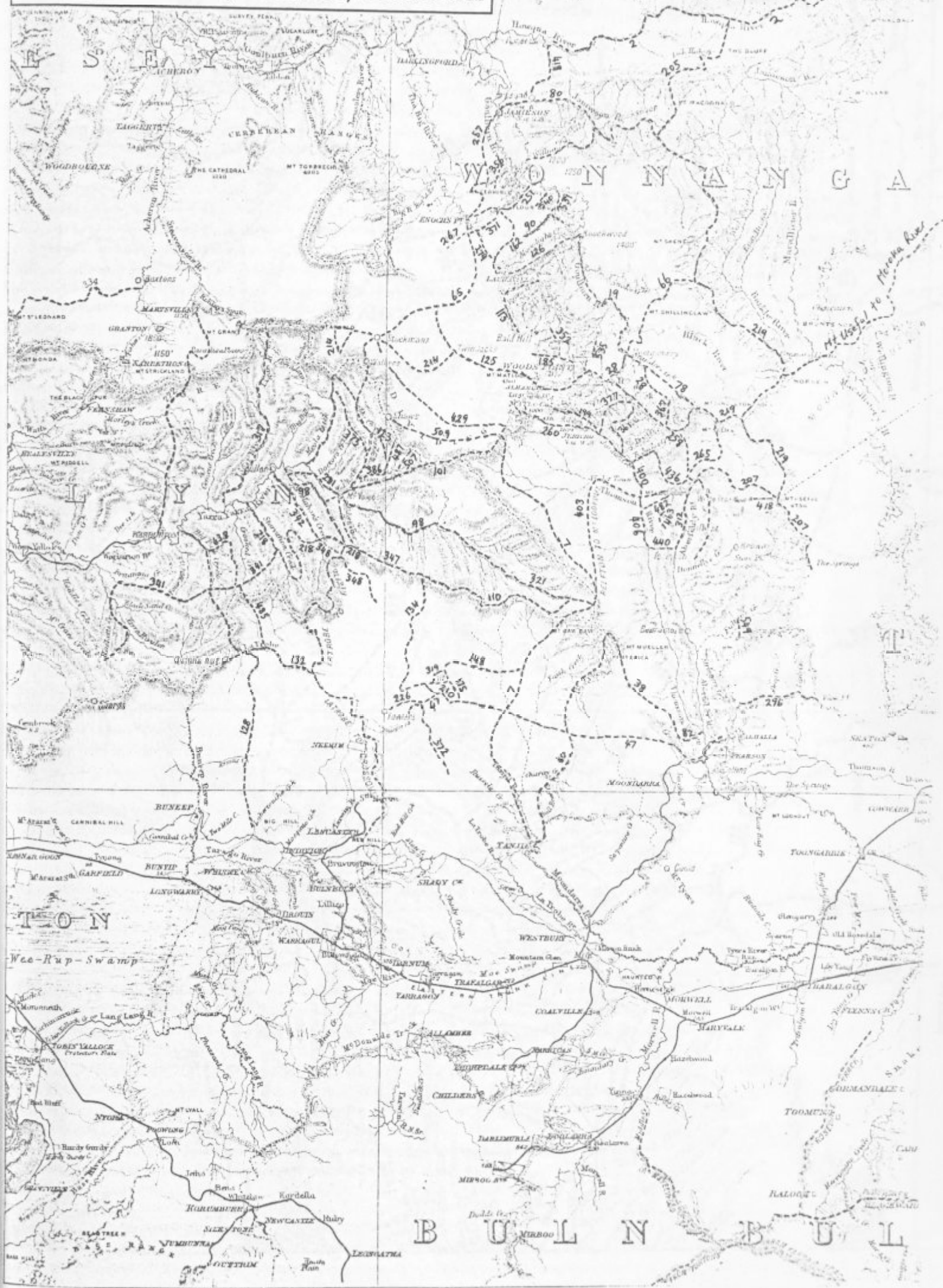


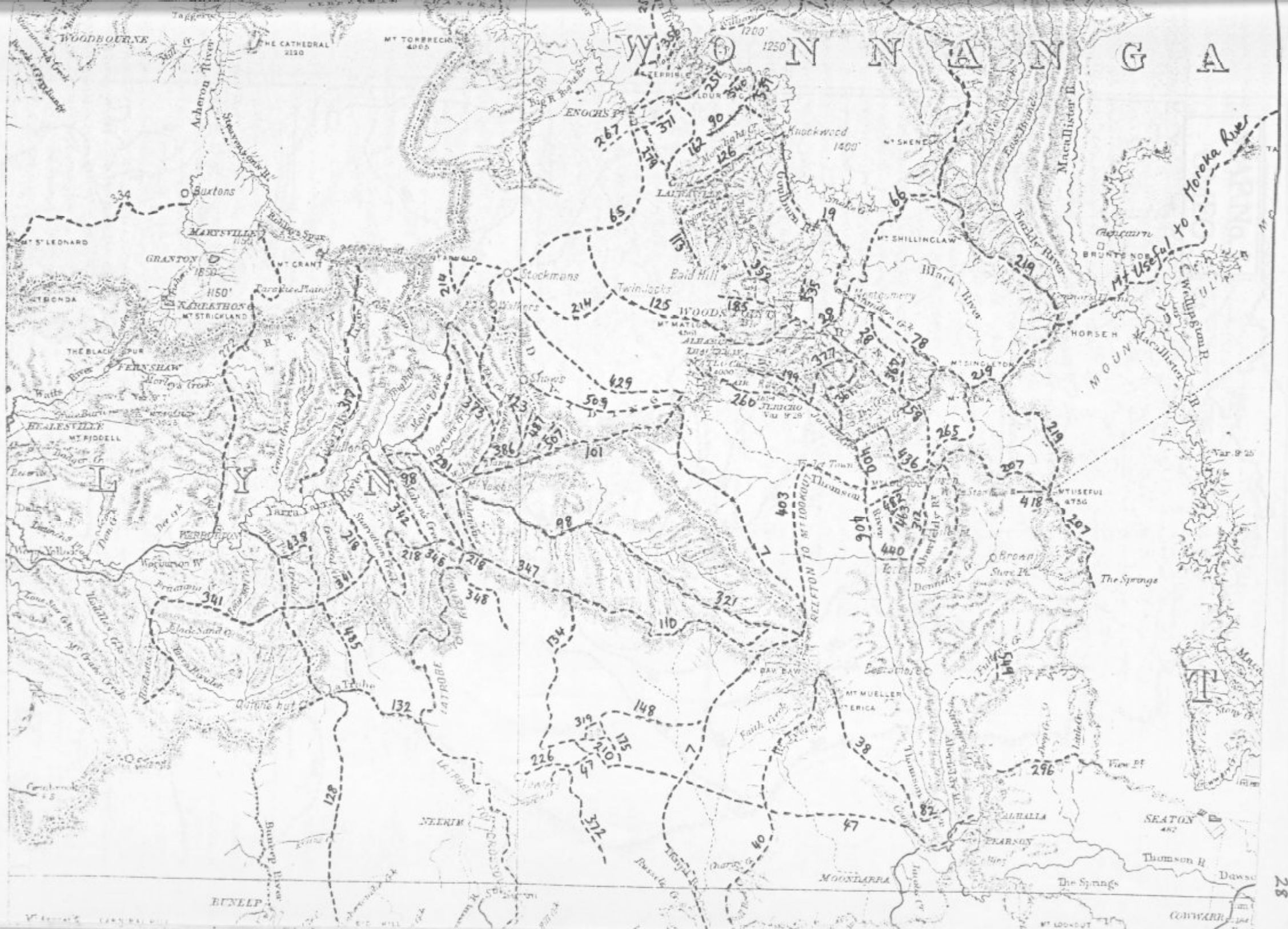
MAP No. 5
Dargo/Mitchell/Nicholson



MAP No. 6

Yarra/Thomson/LaTrobe/Goulburn





MAP No. 7 OMEO



B E N A M B A

T A M B C

