

WADINGARRA

LOCATION = Seven kilometres south east of Carlaminda.

INDUSTRY = Gold mining.

HISTORY = The first strikes were made by EATON, BROWNRIGG and MURPHEY in 1894.¹

UTILITIES = A Government well was sunk by the end of 1895.²

OTHER BUSINESSES =

STOREKEEPER = A. STEVENS was operating a store with a gallon license there in July 1896.³

WARRIEDAR

LOCATION =

INDUSTRY = Gold mining.

HISTORY = There was a state battery there in managed by Arthur BROWN in about 1920.⁴ This was still there in 1923.⁵

HOTELS & ACCOMMODATION - F. J. BOWMAN was granted a liquor licence.⁶

WATEROUS

LOCATION = Latitude 32° 54' south by Longitude 115° 59' east. About ten kilometres south east of the present town of Waroona,⁷ on McKnoe Brook.⁸ Located in the south west jarrah forest region.⁹

INDUSTRY = Timber mill.

HISTORY = The mill commenced operation in October 1897.

The townsite was created in 1907 to provide blocks for working men from the nearby Waterous Mill of the Millars Karri and Jarrah Co. The townsite takes its name from the sawmill which was named after the huge single cylinder steam engine made by the¹⁰ Waterous Engine Works of Brantford, Ontario, Canada.¹¹ At one stage about two hundred men were employed there.¹² Waterous Mill ceased operations in December 1909 and dismantling was underway by January 1910.¹³

There was also a large water wheel on the brook. This had been constructed by Thomas Vickery Johns and was removed in 1973. The dimensions were approximately 9 foot diameter by 2 foot wide and it was mainly constructed from wood. There were a number of houses.¹⁴

TRANSPORT SERVICES = A rail line from Yalooop including a zig-zag up over the Stirling Escarpment were following the Bancell Brook by early 1896 and by 1897 had reached Waterous about twenty kilometres away. By October 1897 a fork in this line south of Waterous was extended South East to the Hoffman No.2 Mill. One railway engine was stationed at Waterous to haul logs into the Waterous and the Hoffman No.2 Mill and then when the line got too far out. There were at least three more temporary woodlines feeding into the Waterous Mill. In August 1912 a new line further to the east was completed to avoid the steep grades around Waterous.¹⁵

OTHER BUSINESSES

STORE 1 - There was a store owned by H. McNEILL at an unknown date.¹⁶

WAVERLEY

 - Original name for - SIBERIA.

WELLINGTON TIMBER MILL

LOCATION = About eleven kilometres east north east of Boyanup Junction on Ferguson Road.¹⁷

INDUSTRY = Timber mill.

HISTORY = Sawmilling in the Ferguson Valley originated in 1891, but it wasn't until June 1899 that the Canning Jarrah Timber Company was able to complete the twenty one kilometre long railway from Dardanup. The mills closed down at the end of August 1899, but had re-opened by October 1900. Eight company rail lines totalling thirty kilometres fed the mills. After the creation of the Millars combine in 1902 the mill thrived until the 1920's when it began to be scaled down. By 1938 only the railway from the mill to Dardanup was still operating, and this was closed in about late 1946. The rails were removed soon afterwards. the two companies had laid two hundred and ninety kilometres of rail out of the Wellington mill.¹⁸

WHITE FLAG

 - Formerly known as - 21 MILE.

LOCATION = About thirty five and a half kilometres from the present town of Coolgardie.¹⁹

TRANSPORT SERVICES = The 1897²⁰ and the 1898 postal directory reported a bi-weekly coach service from Coolgardie.²¹

UTILITIES = The 1897 postal directory lists Arthur C. FLAVEL as operating a condenser.²²

POSTAL SERVICES

POST MASTER

PHILLIPS, H. G. = He is listed in the 1897 postal directory as the Postmaster.²³

HOTELS & ACCOMMODATION

ROYAL HOTEL = James H. CUMMINS and Frank R. WILLIAMS of the partnership of Cummins & Williams are listed there in the 1897 postal directory.²⁴

ELDERADO HOTEL = James COGLIN is listed there in the 1897 postal directory,²⁵ and the 1898 directory.²⁶

TWENTY FIVE MILE HOTEL = S. FRIEDLANDER is listed in the 1897 postal directory.²⁷

OTHER BUSINESSES

BAKER 1 & STOREKEEPER = A. P. McDONALD is listed in the 1897 postal directory.²⁸

BAKER 2 & BUTCHER = Charles CHARLWOOD and George J. PRICE of Price & Charlwood are listed in the 1897 postal directory.²⁹

BLACKSMITH 1 = A. BRENTON is listed in the 1897 postal directory.³⁰

BOOKSELLER etc = S. HARRIS is listed in the 1897 postal directory.³¹

BUTCHER 1 = Alfred BOYES and George BURNALL of Boyes & Burnall are listed in the 1897 postal directory.³²

CARRIER 1 = William MILNE is listed in the 1897 postal directory.³³

PLUMBER 1 = Alfred FROMAN is listed in the 1897 postal directory.³⁴

STOREKEEPER 1 = Joseph COONEY and Angus McKAY of Cooney & McKay are listed in the 1897 postal directory.³⁵

STOREKEEPER 2 = Charles FLAVEL of Flavel & Co is listed in the 1897 postal directory.³⁶

STOREKEEPER 3 = John MURRAY is listed in the 1897 postal directory.³⁷

HALLS & CHURCHES = The 1897 postal directory includes the Reverend C. W. EUGLEDUY and the Reverend Harold A. MANSFIELD.³⁸

WHITE WELL

LOCATION = Where the old road between the present towns of Sandstone and Mount Magnet crosses the Number 1 Rabbit Proof Fence.³⁹

POSTAL SERVICES = By July 1909 a bike mail service was established between White Well and Youanmi.⁴⁰

HOTELS & ACCOMMODATION

? **HOTEL** = There was probably a hotel at this Cobb & Co staging post.⁴¹

WHITTACKERS TIMBER MILL

LOCATION = About five kilometres south east of North Dandalup.⁴²

INDUSTRY = Timber mill.

HISTORY = A mill in this area appears to have been originally owned by Robert BUNNINGS, but he turned in his timber permit which was taken up by the WHITTAKER brothers⁴³ in 1904.

They erected a new mill powered by a large Waterous steam fed plant on the top of the Darling Escarpment. The original horse powered tramway lines from the mill out into the forest to a bush landing were made of jarrah. A similar tramway was constructed from the landing to the edge of the escarpment. There a double set of steel tracks were installed at the 1.2 kilometre long incline, which rose 240 metres. The loaded wagons from the mill on top of the escarpment were used to pull up the empty ones from the base of the escarpment, with the rate of descent being controlled by a steel cable running on a braked drum at the top of the incline. A horse powered tramway took the wagons to the State railway at North Dandalup.

A steam locomotive was acquired in March 1907, which had to be lifted to the top of the escarpment by the counterweight of loaded trams and pulley blocks over three and a half days. Steel rails were fitted throughout and a company siding established on the State railway line in May 1907. Horses remained in use to move the wagons from the base of the escarpment to North Dandalup. A second Locomotive was bought in 1913 and a third in 1936.

The mill burnt down in 1944. A total of one hundred and sixty five kilometres of rail line were laid during the life of the mill.⁴⁴

WILD DOG POLICE STATION - see - ARGYLE POLICE STATION

WILGA RAILWAY SIDING - see - WILGA TIMBER MILL.

WILGA TIMBER MILL

LOCATION = At or near Wilga railway siding on the Government railway line south from Noggerup.⁴⁵ The siding was at Latitude 33° 41.6' south by Longitude 116° 13.8' east.⁴⁶

INDUSTRY = Timber mill.

HISTORY = This Adelaide Timber Company mill moved their North Greenbushes, or Padbury mill to the site near Wilgie Springs while the Government railway line was still under construction. Although the company had experimented with a traction engine in 1915 this proved unsuccessful so up until 1920 horses with whims were used to take the wood to the mill. In 1920 the distance to the logs began to exceed five kilometres so bush tramways were laid south from the mill. Then in 1921 the old traction engine was converted to run in rails. Despite this and other locomotives being employed the company only ceased using horses and whims in about 1952, and is thought to be the last mill in the state to do so. The Wilga mill operated until 1984. The mill grew into a small town with most workers in their own houses.⁴⁷

EDUCATION = The company built a school,⁴⁸ which was operating by 1921.⁴⁹

POSTAL SERVICES = The company built a post office.⁵⁰

OTHER BUSINESSES

STOREKEEPER - The company built a general Store.⁵¹

HALLS & CHURCHES = The company built a public hall and a church.⁵²

WILLOWDALE FORESTS DEPARTMENT SETTLEMENT

LOCATION = Near part of the Millars Brothers company railway line east of the current town of Yarloop.⁵³

INDUSTRY = Forests Department settlement.⁵⁴

POSTAL SERVICES = Mail was dropped off by the Millars Brothers trains from Yarloop.⁵⁵

WILROY - Originally named - ONTERU.

LOCATION = Latitude 28° 38' south by Longitude 115° 38' east. Forty one kilometres south east of the present town of Mullewa.⁵⁶

INDUSTRY = Wheatbelt railway siding.

ORIGINS = When the route of the Wongan Hills-Mullewa railway was planned in 1910, the site was identified as requiring a future townsite. In 1913 the Works Department was asked to provide a siding at this site, and a townsite was gazetted and named Onteru after a nearby spring. The siding was also named Onteru, but in 1915 the Mullewa Road Board requested that it be renamed Kockatea, as the name Onteru was misleading. Kockatea is the name of a nearby gully, and both the siding and townsite were then changed to Kockatea. In 1921 the Railways Department asked to change the name to Wilroy, advising that local people had petitioned

the Mullewa Road Board for a change of name because Kockatea was being confused with a pastoral station of the same name. The reason for the choice of name was not given by the Railways Department, and it is believed it is most likely a made up name comprising two Christian names. (These were probably William and Roy DUNCAN, settlers in the area before the first World War.) No lots were ever surveyed at Wilroy, and the townsite is now a nature reserve.⁵⁷

WINDANYA

LOCATION = Latitude 30° 22' south by Longitude 121° 15' east. forty eight kilometres north north west of the present town of Kalgoorlie on the road to Menzies.⁵⁸

INDUSTRY = Gold mining.

HISTORY = Gold was discovered in the area in the mid 1890's. When the *Australasia* mines were established there in 1897 the government decided to declare a townsite. The name Windanya was suggested by surveyor H. S. King, who stated it to be " the native name of some place in the vicinity of Broad Arrow". Windanya townsite was gazetted in October 1897.⁵⁹

WOODARRA

 - Previously known as - DARLOT - or - LAKE DARLOT.

LOCATION = Latitude 27° 56' south by Longitude 121° 18' east.⁶⁰ Eighty kilometres west of the present town of Leinster.

INDUSTRY = Gold mining.

HISTORY = Gold was discovered in this area in the mid 1890's, the district at the time being referred to as Lake Darlot after a nearby lake.⁶¹ In 1895 the Lake Darlot Progress Committee requested the government declare a townsite, and lots were surveyed there in 1896. Also in 1896 the Progress Committee wrote requesting that the townsite be named Woodarra, "the name given by the Natives to the adjacent Granite rocks from which a supply of water for the residents has so long been derived...". The townsite was gazetted in 1898.⁶²

POSTAL SERVICES = In circa 1895 a bicycle mail service was established to and from LAWLERS by Mr CRUMPS.⁶³

TRANSPORT SERVICES = F. & T. MAHOMET started won the contract for a fortnightly mail run from Cue to Lake Darlot via Lawlers in October 1895.⁶⁴ January 1896 Crews & Wigzell started a Mount Magnet to Lawlers⁶⁵ run which at least later extended to Lake Darlot and lasted for 6 years.⁶⁶

HOTELS & ACCOMMODATION

BALLANGARRY HOTEL = The 1906 postal directory lists Charles C. MILLS at the hotel.⁶⁷

WOODARRA HOTEL = The 1906 postal directory lists John MATZKE at the hotel.⁶⁸

OTHER BUSINESSES

BLACKSMITH = The 1906 postal directory lists Dennis FRAWLEY as a blacksmith.⁶⁹

BUTCHER = The 1906 postal directory lists George GILMORE as a butcher.⁷⁰

BUTCHER = The 1906 postal directory lists Louis METZKE as a butcher.⁷¹

DRAPER = The 1906 postal directory lists Robert MUTTON as a draper.⁷²

ORE BATTERY = There was a ten stamp public battery owned by Smith & Langford and managed by James Thomas FINCH, which opened in February 1898.⁷³ This may have been the same facility that Frederick SQUIRES was listed as managing in the postal directory of that year.⁷⁴

STOREKEEPER = The 1906 postal directory lists John DILLON as a storekeeper.⁷⁵

WOODLEY'S FIND

 - The earlier name for - ROTHSAY.

WOOLADDIE

LOCATION = Near the present town of Menzies.⁷⁶

HOTELS

? **HOTEL** - Herman K. M. [Max] SPITKA operated the hotel from at least 1899 until he moved to Linden in about 1899.⁷⁷

WOOLGAR

 - Original name for - YUNNDAGA.

WOOLGERONG

LOCATION = Roughly sixty kilometres west of the present town of Cue.

HISTORY = This was a change station for the coaching company Marsh & McKenzie, and was also used as a horse depot for the police at Mount Wittenoom.⁷⁸

HOTELS & ACCOMMODATION

? **HOTEL** = Frederick William RAYNER was granted a wayside licence for business area 99. His mud brick business premises probably didn't survive into the railway era.⁷⁹

WOOLUBAR DAM

LOCATION = A few miles from the abandoned settlement of Feysville at the junction of the old Coolgardie and Kalgoorlie roads to Kambalda.⁸⁰

TRANSPORT SERVICES = At one time the hotel was a staging post for Cobb & Co coaches.⁸¹

HOTELS & ACCOMMODATION

? **HOTEL** = There was a hotel built here by the *Hampton Plains Estate Company* prior to September 1897.⁸²

WOOP WOOP TIMBER MILL

LOCATION = About six kilometres north west of the Wilga Railway Siding on the Government railway line south from Noggerup.⁸³

INDUSTRY = Timber mill.

WRIGHT TIMBER MILL

LOCATION = About three and a half kilometres east of Boyanup. [Some doubt on this location].⁸⁴

INDUSTRY = Timber mill.

HISTORY = This mill used a horse tram line to move the wood to the State railway line.⁸⁵

WURAMING

LOCATION = Latitude 32° 47.6' south by Longitude 116° 16.8 east.⁸⁶ About eighteen and a half kilometres from Holyoke on the Hotham Valley Branch of the State railway line from Pinjarra.⁸⁷

HISTORY = The railway siding was opened in 1913, and originally called Campbell before changing to Wuraming in the same year. A town was named in 1924⁸⁸ and was gazetted, but most of the community developed around the timber mill.⁸⁹

WURAMING TIMBER MILL

LOCATION = Latitude 32° 48.4' south by Longitude 116 degrees 16.6' east.⁹⁰ Six kilometres south of Wuraming on the Hotham Valley Branch of the State railway line from Pinjarra.⁹¹

INDUSTRY = Timber mill.

HISTORY = The mill was constructed in about 1913 by the Public Works Department to supply sleepers for railway development in the south west. Operation of the mill was transferred to the State Saw Mills in November 1920⁹² and under their control it was listed as State Saw Mill number 4.⁹³ They built an extensive company railway system to the south that eventually totalled one hundred and seventy three kilometres.⁹⁴

WURARGA

LOCATION = On the former Yalgoo to Mount Magnet railway line.

INDUSTRY = Railway siding.

HISTORY = The Warraga [Later Wuraga] Pool which is about one kilometre south west of the settlement was recorded in 1873.

The hotel originally had a number of other buildings nearby including the goods shed, railway platform, three stone railway gangers huts and the stockyards.⁹⁵ In 1901 there were four houses, nine males and three females. These were presumably predominately railway workers stationed there.⁹⁶

UTILITIES = There was a dam that may have been used by the railways.⁹⁷

POLICE & COURTS = Constable MERCER, who had been stationed there for some unknown period transferred to Rothsay in July 1896.⁹⁸

CEMETERY = There was no official cemetery, but at least three people were buried near the dam.⁹⁹

TRANSPORT SERVICES = The railway line arrived in 1896 and from May that year the settlement was for a while the terminus for GASCARD's coach service to the towns further east. It was also the terminus for the Yalgoo Livery & Stables Company daily service to Yalgoo at about the same date. This presumably lasted until the rail line reached Yalgoo.

By 1897 there was resident station master and a stone railway station and platform to service area until the last station master left in 1923. The township was still a depot for the railway gang.¹⁰⁰

HOTELS & ACCOMMODATION

? **HOTEL** = William MOONEY built a hotel opposite the railway siding in 1895,¹⁰¹ which was licensed in June 1896¹⁰² and finally de-licensed in March 1969.¹⁰³

OTHER BUSINESSES = Although it is assumed that some sort of store was there previously, the first record occurs in 1950. It may have been part of the hotel. The store remained open until the road was dramatically deviated away from the former siding in the late 1970's.¹⁰⁴

¹ PALMER, Alex - *Yalgoo*. - LAP Industries. North Lake. 1985. p 114.

² PALMER, Alex - *Yalgoo*. - LAP Industries. North Lake. 1985. p 114.

³ PALMER, Alex - *Yalgoo*. - LAP Industries. North Lake. 1985. p 114.

⁴ PALMER, Alex - *Fields Find A Story of the Yalgoo Goldfields*. - LAP Industries. 1991 reprint. p 49.

⁵ PALMER, Alex - *Fields Find A Story of the Yalgoo Goldfields*. - LAP Industries. 1991 reprint. p 51.

⁶ PALMER, Alex - *Yalgoo*. - LAP Industries. North Lake. 1985. p 19.

⁷ <https://www.landgate.wa.gov.au/corporate.nsf/web/History+of+country+town+names+-+w> . - Accessed February 2010

⁸ SNELL, Laurie J - *Drakesbrook Days & Waroona Years*. - Shire of Waroona. 1986. p 98.

⁹ <https://www.landgate.wa.gov.au/corporate.nsf/web/History+of+country+town+names+-+w> . - Accessed February 2010

¹⁰ <https://www.landgate.wa.gov.au/corporate.nsf/web/History+of+country+town+names+-+w> . - Accessed February 2010

¹¹ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. pp 51-52.

¹² SNELL, Laurie J - *Drakesbrook Days & Waroona Years*. - Shire of Waroona. 1986. p 98.

¹³ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. pp 51-52]

¹⁴ SNELL, Laurie J - *Drakesbrook Days & Waroona Years*. - Shire of Waroona. 1986. p 98.

¹⁵ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. p 265.

¹⁶ SNELL, Laurie J - *Drakesbrook Days & Waroona Years*. - Shire of Waroona. 1986. p 98.

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- ¹⁸ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. pp 72-73.
- ¹⁹ Postal directory 1897. p 264.
- ²⁰ Postal directory 1897. p 264.
- ²¹ Postal directory 1898. p 274.
- ²² Postal directory 1897. p 264.
- ²³ Postal directory 1897. p 264.
- ²⁴ Postal directory 1897. p 264.
- ²⁵ Postal directory 1897. p 264.
- ²⁶ Postal directory 1898. p 13.
- ²⁷ Postal directory 1897. p 264.
- ²⁸ Postal directory 1897. p 264.
- ²⁹ Postal directory 1897. p 264.
- ³⁰ Postal directory 1897. p 264.
- ³¹ Postal directory 1897. p 264.
- ³² Postal directory 1897. p 264.
- ³³ Postal directory 1897. p 264.
- ³⁴ Postal directory 1897. p 264.
- ³⁵ Postal directory 1897. p 264.
- ³⁶ Postal directory 1897. p 264.
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- ³⁸ Postal directory 1897. p 264.
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- ⁴⁰ SHEPPARD, Bob - *Barb of the Spear*. - Warrigal Press. W.A. 1987. p 92.
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- ⁴³ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails Through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. 2008. Rail Heritage W.A. Bassendean. p 100.
- ⁴⁴ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails Through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. pp 150-153.
- ⁴⁵ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails Through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. p 268.
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- ⁴⁷ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails Through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. pp 132-134..
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- ⁵² AUSTIN, Jeff & GUNZBURG, Adrian - *Rails Through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. pp 132-134..
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- ⁵⁴ AUSTIN, Jeff & GUNZBURG, Adrian - *Rails Through the Bush : Timber and Firewood Tramway and Railway Contractors of Western Australia*. - Rail Heritage W.A. Bassendean. 2008. p 56.
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- ⁶⁹ Postal directory 1906. p 370.
- ⁷⁰ Postal directory 1906. p 370.
- ⁷¹ Postal directory 1906. p 370.
- ⁷² Postal directory 1906. p 370.
- ⁷³ PALMER, Alex - *Agnew*. - Hesperian Press & LAP Industries. 2000. p 24.
- ⁷⁴ Postal directory 1906. p 370.
- ⁷⁵ Postal directory 1906. p 370.
- ⁷⁶ *Police Gazette* 1899
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- ⁷⁸ PALMER, Alex - *The Coach Roads to Cue and Beyond*. - Hesperian Press & LAP Industries. 1993. pp 69-70.
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