

out-jutting spurs, in a plan view, resemble a three-leaved shamrock bending across towards the east, a narrow-necked western extension, curling round northwards provided the shamrock shape with a figurative stalk which terminates in a headland known as Black's Corner. The massive vertical cliffs stretch in straight lines on the western flank, broken here and there by prominent bluffs. Steep talus slopes rise from the valley floor to the base of the cliffs and are covered for the greater part with dense tree-growth. The equally steep eastern escarpment is more sinuous in its arrangement, being roughly divided by three precipitous gullies which each supply a turbulent torrent to Genowlan Creek during rainy weather.

The eastern and almost separated division of the Morandurey Range is known as Genowlan (or Genolan) of which the dominating feature is a lofty pinnacle of sandstone called Airly Turret overlooking the Capertree Valley. Between the two divisions of the range flows the headwaters of Genowlan Creek above the banks of which a workable deposit of Kerosene, or Torbanite shale was discovered in 1883 by Messrs Bulkeley, Larkin, Massey, Melliday and Nicholson. These prospecting gentlemen took up the shale leases of the area abutting on the upper reaches of Genowlan Creek but evidently lacked the finance to develop a mining venture. Cancellation of the lease followed in due course and soon afterwards it was taken up by a German syndicate, known as the Genowlan Shale Company, who drove their adits into the seams out-cropping in the hillside below the towering eastern rampart of Airly Mountain. The company commenced to send "export" or first grade shale to Germany for gas enrichment purposes as early as 1883. The product was taken from the mines in drays drawn by either horse or bullock teams over rough bush tracks leading to the railhead at Capertree Station, a winding distance of about seven miles.

THE AIRLY MINING VILLAGE, GENOWLAN VALLEY.

A small village of quaint appearance, named Airly, came into existence with its primitive hutments made from slabs, with either bark or galvanised iron roofs, and clustered along the narrow valley floor in the vicinity of the shale adits. These residences did not conform to any recognised street alignment but were placed willy-nilly wherever a small piece of land was level enough to support their foundations, particularly those with huge rubble outside chimneys. Stables and fodder

sheds were also built of rough bush timber for horses engaged with the company's surface transport arrangements. The remains of one cottage, (obviously German built) constructed with slabs and galvanised iron roof was seen as late as 1955 although it was then in a forlorn and tumble-down condition. The large fat-backed chimney of random stone-work held together with clay, was surmounted by a grotesque chimney-pot which lay at a disreputable angle. Nearby was a large clay oven which no doubt was once in use for baking bread. The place was a real delight to the pencil of an appreciative artist.

The village site, with its sprinkling of gum-trees, was most picturesque and a narrow view could be obtained along the creek northwards, covering a section of the wide Glen Alice Valley with the beautifully named Tayar (or Tayan) Pic, resembling the slopes of Fujiyama, the holy mountain of Japan in the background. Tayar Pic, which has an elevation of over 4000 feet above sea level, is on odd occasions covered with a glistening mantle of snow. In the Genowlan Valley, immediately opposite the several shale adits and across the trickling waters of Genowlan Creek, arose the vertical cliff face of Genowlan Mountain which extends northwards to terminate in the bold headland, called Baldy Mountain, overlooking the Glen Alice Valley.

THE GENOWLAN HORSE TRAMWAY, AIRLY.

As the shale output from the mines at Airly increased the company gained sufficient confidence to lay a narrow-gauge surface tramway to expedite transport out of the Genowlan Valley. This line eliminated the steep and dangerous road descent, by means of a self-acting inclined way, from the crest of the Airly Gap saddle ridge to the low level of the bush track politely termed the main road to Capertree Railway Station.

The tramway had a series of end-on junctions which connected with the then existing underground skipways at the various adits, a system which enabled the skips to be worked through from the shale-face to the dray-loading staith, constructed of bush timber, adjacent to the Capertree Road. From the adits the tram line, in a general southerly direction, followed the winding contours of the eastern talus slope of Airly Mountain, the formation being located above and roughly parallel to the rocky bed of the tree-clad Genowlan Creek. Expenditure was kept to a minimum, it being more economical to avoid a huge fallen