

Exploring the Legacy

Americans at Mount Coot-tha during World War II



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Dear reader,

This is an invitation for you to take a walk through the J. C. Slaughter Falls Picnic Area at Mount Coot-tha, so as to look into the legacy left to us here from the Australia-United States partnership during World War II. There are currently no numbered sites and few interpretive signs on the ground to assist with your walk; the following pages and your own observational skills will be your only guide to this special heritage area.

It is recommended that visitors park at the Hoop Pine Picnic Area on Sir Samuel Griffith Drive, where the US Navy established their camp in 1943, and then walk towards, and through, the J. C. Slaughter Falls Picnic Area.

Please note that parking congestion is often a problem at weekends; patience is key to enjoying your day.

Allan Tonks October 2025.

[Acknowledgements:](#) The following pages could never have been written without the pioneering efforts of historian Janet Spillman, as her 2013 book *History of Mt Coot-tha* was the catalyst for my own enduring interest in this study. To Janet Spillman I offer sincere thanks.

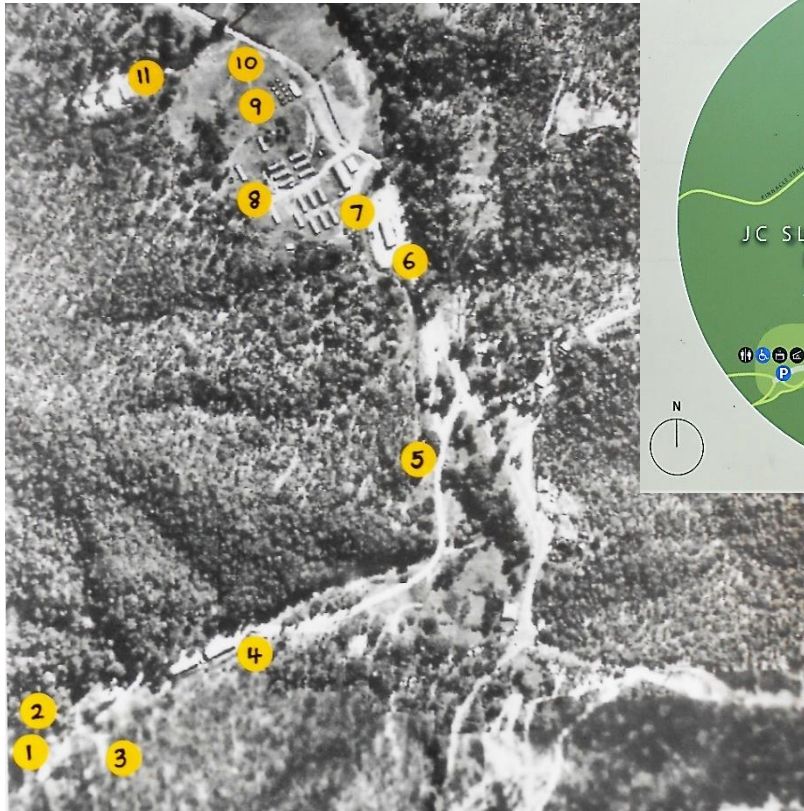
My thanks also go to David Hinchliffe, who as a former Brisbane City Councillor and Community Policy Committee Chairman made early efforts to collect information on Mt Coot-tha's WWII history.

Below: Concrete foundations measuring 20ft x 50ft were constructed for each of the 38 Armco magazines erected at Mount Coot-tha during WWII. The magazines were dismantled after the war, but many of the concrete foundations remain on the Reserve. Three surviving examples are shown below, from left: 1. cantilevered concrete in bush near the Grey Gum Picnic Area; 2. the concrete edge of a long-hidden foundation is re-emerging beside the road to the Summit Lookout; and 3. the beautifully preserved foundation of Armco Magazine M8 beside the Litchfield Trail.



EXPLORING THE LEGACY: THE US NAVY'S MINE ASSEMBLY DEPOT at MOUNT COOT-THA.

The 1946 aerial photograph shown below has been taken from the Brisbane City Council website; many of the buildings at the US Navy's *Mine Assembly Depot #1* – which were erected in 1943 by US Navy Seabees – were still there in 1946, but most had been demolished by the end of that year. It is hoped that the 11 points of interest shown here will be developed as a part of the existing Discovery Trail.



Above: This Brisbane City Council display map showing the J. C. Slaughter Falls Picnic Area and the route of the Discovery Trail through to the Hoop Pine Picnic Area was photographed from a BCC sign on site.

1. Detonator Locker #5; this is the only WWII magazine still intact at Mount Coot-tha.
2. The Mine Assembly Plant, at what was Mine Assembly Depot #1.
3. The Bush Chapel site; which was the 'new non-magnetic hut' during WWII.
4. Warehouses.
5. *Jack's Crossing*: the entry 'bridge' and the J Feeley inscriptions.
6. The US Navy Garage site.
7. The Administration Building site.
8. The US Navy's Mine Depot camp.
9. Overflow tent accommodation.
10. Baseball anyone? A baseball diamond was constructed by the US Navy detachment here.
11. The US "Rifle Range" was a small-bore pistol range near the modern picnic facilities.

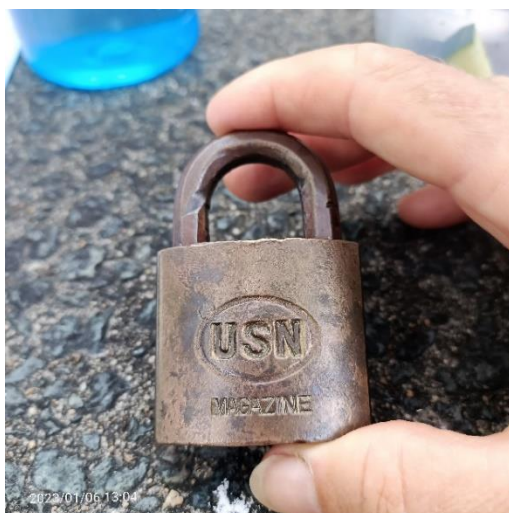
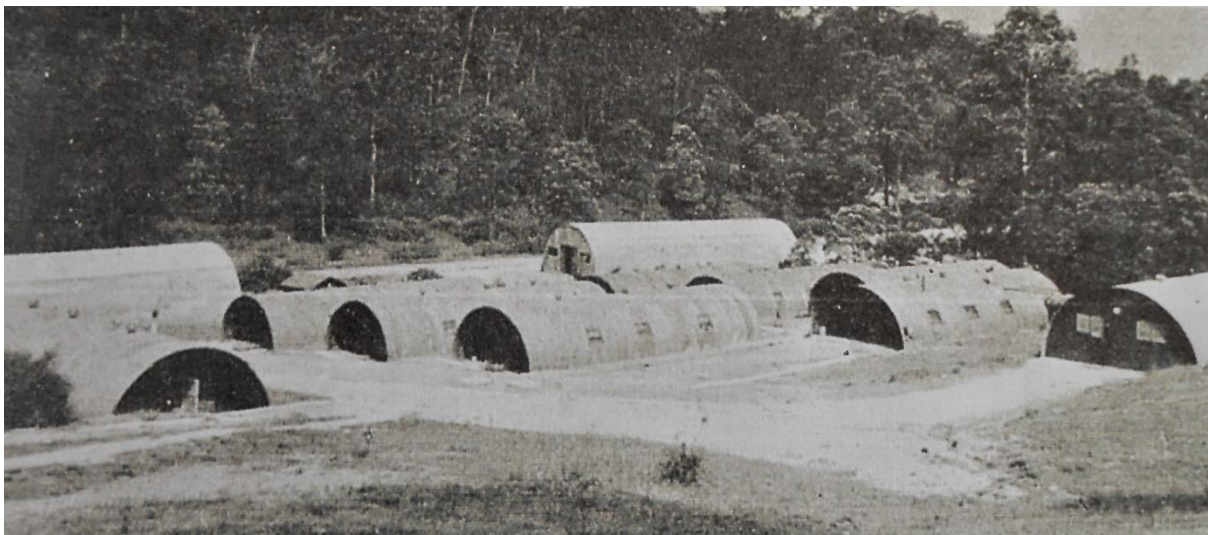
Our legacy walk begins at the Hoop Pine Picnic Area carpark, at site #8: *The Mine Depot camp* and site #7: *The Administration Building*. The self-guided walk then proceeds through the J.C. Slaughter Falls Picnic Area to finish at site #1: *The Detonator Locker #5*.

Site 8:

The U.S. Naval Magazine and Mine Depot at Mount Coot-tha.

The U.S. Navy leased the Mount Coot-tha Reserve during WWII for use as a naval magazine, which stored all forms of munitions that were used by ships of the U.S. Navy. A camp for nearly 200 personnel was constructed at what is today the Hoop Pine Picnic Area, shown in the main photograph below.

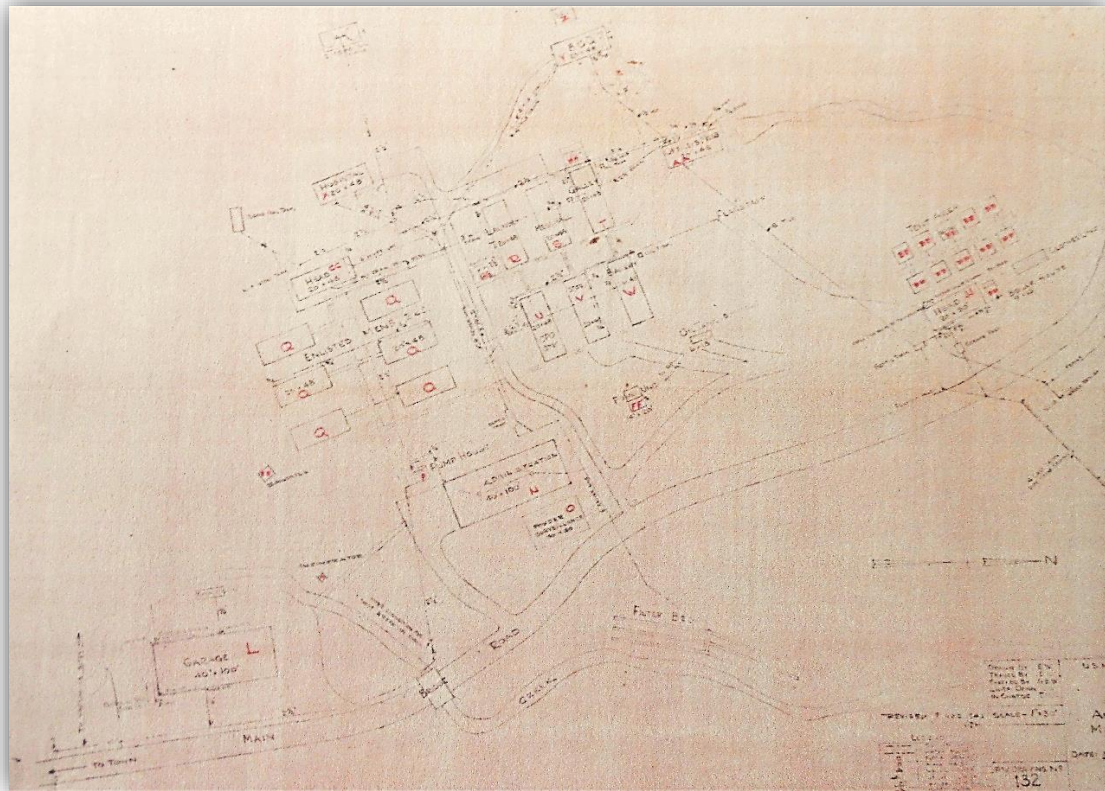
Among the WWII relics left on the mountain was the USN Magazine padlock, shown below, that was found by a local fossicker.



Sources:

The photograph of the US Navy camp at Mount Coot-tha was sourced from the 'Cruise Book' of the 55th US Naval Construction Battalion, which is available online as a Pdf document.

The padlock photographs above were provided to the author by courtesy of Bruce King.



Above: This WWII US Navy Plot Plan shows the layout of buildings that were erected at the Mine Depot, at what is now the Hoop Pine Picnic Area; refer to the National Archives of Australia file NAA: MP742/1, 259/54/807. An improved version of this plan can be found in Janet Spillman's 2013 book *History of Mt Coot-tha*, at page 62.

Below: This detail of the US Navy's Mine Depot camp has been taken from 1946 aerial photography, as presented on the Brisbane City Council website. Compare this photographic image with the plot plan above.



Site 7: The Administration Building.

The Administration Building was a prefabricated Stran Steel structure with a foundation that measured 40' x 100' (read as "40 feet by 100 feet"). Often referred to as an "igloo" building, it was erected on site in 1943 by Seabees from the 55th US Naval Construction Battalion.

The Administration Building contained an Executive Office, Duty Office, C.O. Office, Ordnance Office, and Hall. A Writing Room was also provided, with built-in writing tables and benches and equipped with three lights. A Recreation Room, upstairs above the offices, featured 11 electric lights and an illuminated bulletin board. A Ship's Store was also upstairs, partitioned off from the Recreation Room.



Top: This 1943 photograph of the US Navy's Mine Depot shows the Administration Building in the foreground to the left. The entry road to the right of it no longer exists.

Bottom: The concrete foundation of the Administration Building survives today as a picnic rest area at Hoop Pine Picnic Area.

A Surviving WWII “Igloo” in Brisbane.

The buildings at the Mine Depot were all dismantled and removed after WWII, leaving just the concrete foundation of the Administration Building behind. These buildings were known as Quonset huts, which were an American design based on the WWI British Nissen huts. Although the Mount Coot-tha buildings are now long gone, another example of this type of building still survives in Brisbane. This is the building popularly known as the Riverside Ballroom, which sits beside the RSL in Oxlade Drive at New Farm.

This New Farm site has two of these WWII buildings, laid end-on-end, which were built to be the US Navy Officers’ Recreation Club for American personnel who were then stationed in Brisbane. Work at the site began in November 1943, with the Allied Works Council allocating £4,900 for its construction by “*day labour*.” The remainder of the work, which involved fitting out the buildings, was done by the US Navy.

Passers-by can view the outside of these WWII buildings from the public footpath and cycle trail alongside it. Although this building was constructed for a different purpose, it nonetheless gives a very good idea of how the Administration Building, the garage, and the warehouses at Mount Coot-tha would have looked.



Above: Two images of the WWII Stran Steel building, first opened in 1944 as a US Navy Officers’ Recreation Club, that for many years has been used as the Riverside Ballroom at New Farm. The basic building structure is the same as that which was used for the Administration Building at the Mine Depot at Mount Coot-tha.

General Douglas MacArthur visits Mt Coot-tha.

After the US Navy had leased the Mount Coot-tha Reserve for military purposes, from late 1942, the whole precinct was closed to civilians with only a few local exceptions. One of these was Mrs Banks, the tenant at the kiosk at the Mount Coot-tha Lookout. Although her business was unable to operate, she stayed to look after the birds and animals in the zoo enclosure, which was a small menagerie that had opened in 1930 as a tourist attraction.

At this time an Australian Anti-Aircraft Searchlight Unit was on station at the Lookout, with Lieutenant David Campbell in charge of the detachment. He recounts a memorable event in his 2003 reminiscences:

One afternoon I received a message from the guard posted at the bottom of the hill that General Douglas MacArthur was on his way up. My immediate reaction was to go to the command post and send a signal to my colonel. Within minutes it seemed of the general arriving most of the top brass in Brisbane came screaming up the hill assuming that he was there on a tour of inspection of the anti-aircraft defences of Brisbane. They were waved away by his ADC. The general had brought his wife and young son, Arthur, up to Mt Coot-tha to show him the zoo. I arranged for one of the Banks girls to take him down to the animals while the general, his wife, Mrs Banks and I had tea in the kiosk. I got to know the MacArthurs, especially Mrs MacArthur, in the following weeks, as she came up with her son not infrequently.

Mrs Banks didn't stay at Mount Coot-tha for very much longer. In 1943 she and the zoo animals were moved, and in consequence the Australian searchlight detachment moved into the vacated buildings.

Right: General Douglas MacArthur, U.S. Army, Commander in Chief, Allied Forces, Southwest Pacific. Source: *MacArthur's Amphibious Navy: Seventh Amphibious Force Operations 1943-1945*, by Daniel E. Barbey, United States Naval Institute, 1969.

Acknowledgement: The above story about General MacArthur's visit to the Mount Coot-tha Summit was sourced from Janet Spillman's book *History of Mt Coot-tha*, pages 67 and 69, which in turn was referenced to Hon. D. M. Campbell, Q.C. "Some Reminiscences", 2003, Supreme Court of Queensland., p.7.



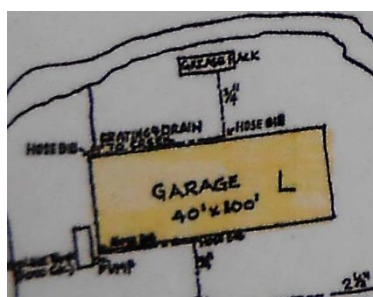
Dear reader,

Turn south and follow the concrete *Discovery Trail* across East Ithaca Creek to the site of the US Navy Garage:

Site 6: The U.S. Navy Garage.

In 1943 the U.S. Navy built a garage on this site to service the motor vehicles used by their naval magazine at Mount Coot-tha. The building was of Stran Steel prefabricated construction. Work benches were erected along the walls, and the building contained a steel “A” frame complete with mechanical hoist.

Byron Watkins, a gardening writer who lived in the area during WWII, wrote in 1979 that it was then “*common to see roller skaters doing their thing*” on the surviving concrete foundation. Today the site is a popular rest area for hikers.



Top right: The U.S. Navy garage in 1943.

Below left and right: The WWII garage foundation is a popular rest area today for hikers.

Sources:

Byron Watkins, 'When Mt Coot-tha was a Potential Volcano', *Telegraph*, 21 June 1979, p. 16.

NAA: MP742/1, 259/54/807 - *US Navy magazines & camp Mt Coot-tha*.

Contemporary photographs of the US garage foundation are by courtesy of Bruce King.

Dear reader,

As you step out towards the J. C. Slaughter Falls Picnic Area, cast an eye across the road at the entry sign for Stuartholme School, and contemplate the following:

Americans at Stuartholme School.

The 42nd General Hospital of the U.S. Army occupied Stuartholme School in July 1942. One half of the hospital contingent was assigned to Stuartholme, with another large contingent being established at Camp Columbia in Wacol, which operated as a convalescent hospital for secondary care.



Stuartholme School as photographed after WWII.

American casualties from the fighting in Papua New Guinea were mostly evacuated to northern Australia, from where many were transferred at Townsville via special medical trains to Roma Street Station, and then moved by road to the 42nd General Hospital. Among the patients cared for at Stuartholme were three American Army generals – MacNider, Waldron, and Byers - who had all been wounded in the fighting at Buna.

A new military hospital complex opened at Holland Park in 1943, and the various units of the 42nd General Hospital were gradually re-established there. Stuartholme was handed back to school authorities on 23rd October 1943, but this transfer did not end their war service, as approximately fifty US Army nurses were then accommodated at the school. In 1944 eighty-six Australian survivors from the Japanese prison ships *Kachidoki Maru* and *Rakuyo Maru*, which were sunk by US submarines, were housed at Stuartholme while they recuperated from their ordeal.

Several nuns of the order of the Servants of the Holy Spirit, who had been rescued from a Japanese ship by Americans, were also taken in by the school community in 1945.

The nuns and the girls from Stuartholme had moved to the Canungra Hotel in 1942, where the former public bar was converted into the school study room. The school later relocated again to the Grand Hotel at Southport. The students and staff were able to return to Stuartholme School for the start of the 1945 school term.



This 1946 aerial photograph, taken from the Brisbane City Council website, shows the American military hospital complex that was built at Holland Park in 1943. The U.S. Army's 42nd General Hospital moved to here from Stuartholme School.

Sources:

Sister Rita Carroll RSCJ, 'The American Occupation of Stuartholme', University of Queensland, 1993.
Roger R Marks, *Brisbane – WW2 v Now ... from an 'American Archives' photo viewpoint*; booklet #12 'Nudgee Jnr & Stuartholme'; refer to photograph of the three US officers on page 26.
Carolyn Nolan, *Ribbons, Beads and Processions: The Foundation of Stuartholme*, 1995.

Commemorative Plaques.

The 'Camp Coot-tha Place' sign was unveiled on 15 November 2023. It sits alongside the Discovery Trail, between J. C. Slaughter Falls Picnic Area and the Hoop Pine Picnic Area.

The inscription reads: *JC Slaughter Falls was home to the US Navy's Mine Assembly Depot #1 during World War II, which assembled aerial mines for deployment across the south-west Pacific area. The whole of Mount Coot-tha Reserve was used by the US Navy for storing naval munitions and Camp Coot-tha provided accommodation for US Navy personnel.*

The name "*Camp Coot-tha*" has become a popular modern name for the Mine Depot camp, although the US Navy appears not to have used that title at all during WWII.

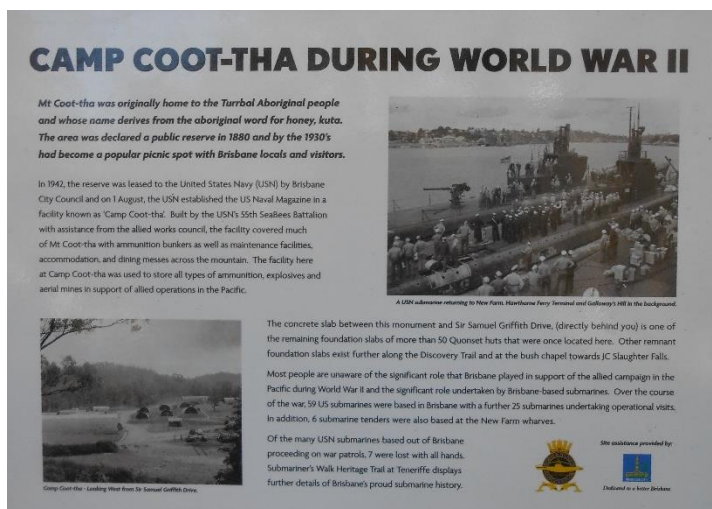


Camp Coot-tha Place

15 November 2023.

From left: Pullenvale Ward Councillor Greg Adermann; Mike Harris, President of the Australian American Association Brisbane; Lt. Col. George Hulse AO (R), of RSL Toowong Sub Branch; and Peter Gow, President of the RSL Toowong Sub Branch.

Below: The commemorative display shown below was installed in 2024 by the **Submariners Association of Australia (Qld)**, with support from the BCC. It is the most recent WWII memorial at Mount Coot-tha. It can be seen beside the Discovery Trail near the Hoop Pine Picnic Area.



Were Heavy Anti-Aircraft guns ever stationed at the Mount Coot-tha Summit?

One of the contentious issues relating to Mount Coot-tha is the question of whether Anti-Aircraft guns were ever stationed at the summit during WWII. A tourism sign there that states that the Lookout “*bristled with searchlights and artillery*” is clearly overstated.

Ian Cook wrote a useful article titled ‘Around Toowong in the 30s and 40s’ (in *Toowong: Tales of Toowong and early Brisbane*, published by Suzanne Wickenden of the West Toowong Community Association Inc.). Ian Cook states:

In 1942, the US Navy took over [the Reserve] and stored ammunition there; we were banned from the area (they threatened to shoot us if we came in again). Mt Coot-tha itself was occupied by the Australian Army who had searchlights and AA (anti-aircraft) guns there. As Scouts, we used to visit them and they used to let us sit in the searchlight seats and play with the AA guns. There was a large Australian Army camp in Anzac Park.

Ian Cook’s story of growing up in Brisbane is an interesting and reliable account. He is also correct in stating that there was an Australian Army camp in Anzac Park; this was the long-forgotten depot of the 111th General Transport Company that had occupied the combined area of Toowong’s Anzac Park and the site of what is now the Brisbane Botanic Gardens. In January 1943 a requisition order valued at £4,350 was placed for the establishment of that depot in Anzac Park.

Jack Ford and Brian Rough, in ‘Torpedo Hill – The US Navy at Mt Coot-tha’ (published in the book *Brisbane and World War II* by Brisbane History Group in 2015), confirmed the existence of AA guns here. They wrote: “*The Australian Army occupied the summit and placed anti-aircraft guns (AA) and searchlights there. Pits were dug for the AA guns while the searchlights were mobile.*” The Australian AA searchlights at the summit were manned by 56 AA Coy RAE.

Two military history experts, who were consulted on my behalf by Peter Dunn OAM, have since confirmed that there were no heavy AA guns stationed at Mount Coot-tha. They nonetheless confirmed that US and Australian Searchlight units had machine guns attached to them. Graham McKenzie-Smith AM stated: “*Searchlight sites would normally have machine guns set up as part of their Passive Air Defence plan.*”

Russell Miller added: “*In the American case it was a .30 cal when they were in Brisbane, and later in the war .50 cal machine guns were issued ... In the Australian case it was a Lewis gun, and then later Bren guns. These were set up in sandbagged gun pits to the side of the searchlight for protection against strafing planes.*”

When Ian Cook wrote that he was allowed to “*play with the AA guns*” he would most likely have been referring to Lewis Machine Guns, but not the 40mm Bofors light AA guns or the 3.7inch heavy AA guns. The latter were never stationed at Mount Coot-tha.

Dear reader,

As you approach the entry to the J. C. Slaughter Falls Picnic Area, please spare a moment to contemplate the efforts of the 55th US Naval Construction Battalion members who did much of the original construction work here:

Site 5: Jack's Crossing.

A detachment from the 55th US Naval Construction Battalion built this culvert bridge during WWII, to allow for the development of Mine Assembly Depot #1. The 55th 'Seabees' first surveyed the site in April 1943.

John Wade Feeley of Company B, known as Jack to his mates, cheekily wrote his name and unit details into the wet concrete of the newly finished bridge. Jack, from Menlo Park in California, also wrote the date into the fresh concrete – June 2, 1943. This was little more than nine weeks after his unit had first arrived in Australia!

Jack had worked for the Pacific Gas and Electric Company in California before the war, and so he already had skills that would have been useful to the US Navy. He fortunately survived the war and returned to California to live in the family home. He died in 1982, aged 72.



Above: The culvert crossing entry to J. C. Slaughter Falls Picnic Area, built by US Navy Seabees in 1943.

Above right: Jack Feeley of Company B, 55th USNCB.

Right: Jack's inscription in the concrete reads: *US NAVY – USNR [US Naval Reserve] JUNE 2 1943 – 55th BATT.*

Another: *J FEELEY – USA CALIFORNIA – JUNE 1943.*



WWII Bridges at J. C. Slaughter Falls Picnic Area.

The US Navy built multiple crossings over the East Ithaca Creek when developing the Mine Assembly Depot at Mount Coot-tha in 1943. Jack Feeley's inscriptions in the concrete of the entry culvert bridge remind us that the similar crossings within the picnic area are also surviving structures from WWII.



Above left: The culvert crossings at J. C. Slaughter Falls Picnic Area were first established by US Navy Seabees during WWII. The marks left in the concrete wall by the timber forming are typical signs of the construction methods that they used.

Above right: US Navy Seabees at work constructing a culvert bridge in 1943. Source: Janet Spillman's *HISTORY OF MT COOT-THA*, from a picture that also appears in the WWII Cruise Book produced by the 55th Naval Construction Battalion.

The 55th US Naval Construction Battalion.

The 55th was the first of the US Naval Construction Battalions to arrive in Brisbane, disembarking here on 25 March 1943. Their first task was to build their own base, Camp Seabee, at Lavarack Avenue in Eagle Farm. The four battalion companies were soon set to work on war infrastructure projects as far away as Port Moresby, Milne Bay, Merauke in Dutch New Guinea, and to Palm Island off the Queensland coast from Townsville. They built docks, radio stations, torpedo boat bases, seaplane bases, hospitals, mine depots, supply bases, and roads.

Company B, which did much of the work here at Mount Coot-tha, was nicknamed the “*Lost Platoon*” by the other companies. This was because detachments were almost continuously being sent to scattered locations to work on smaller projects. An officer and 70 men were sent to Port Moresby to build a radio station and Port Director Facilities; another group was sent to Yandina on the Sunshine Coast to log timber and operate a sawmill; some men were sent to build the US Naval Hospital at Camp Hill, while others built an Ammunition Depot at Cairns.

The Seabees were proud of their ability to work hard and play hard:

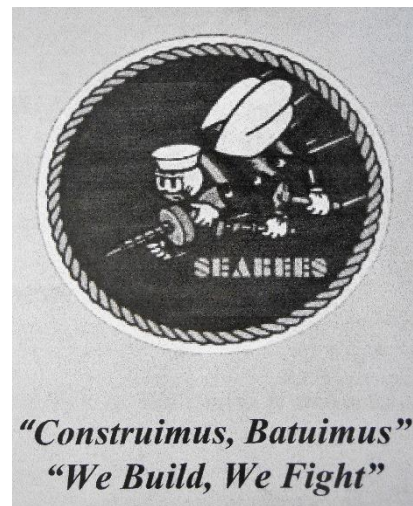
“... we got dysentery, dengue, and stubborn skin rashes. We knew occupational fatigue. And all the time our work went on, keeping ahead of schedule ...”

“... we became Brisbane Commandos, fighting the Battle of Brisbane ...”

The US Navy legacy at Mount Coot-tha reminds us of the contribution that US Naval Construction Battalions made to the Allied war effort.

At left: Company B personnel logging timber at Yandina, Qld;

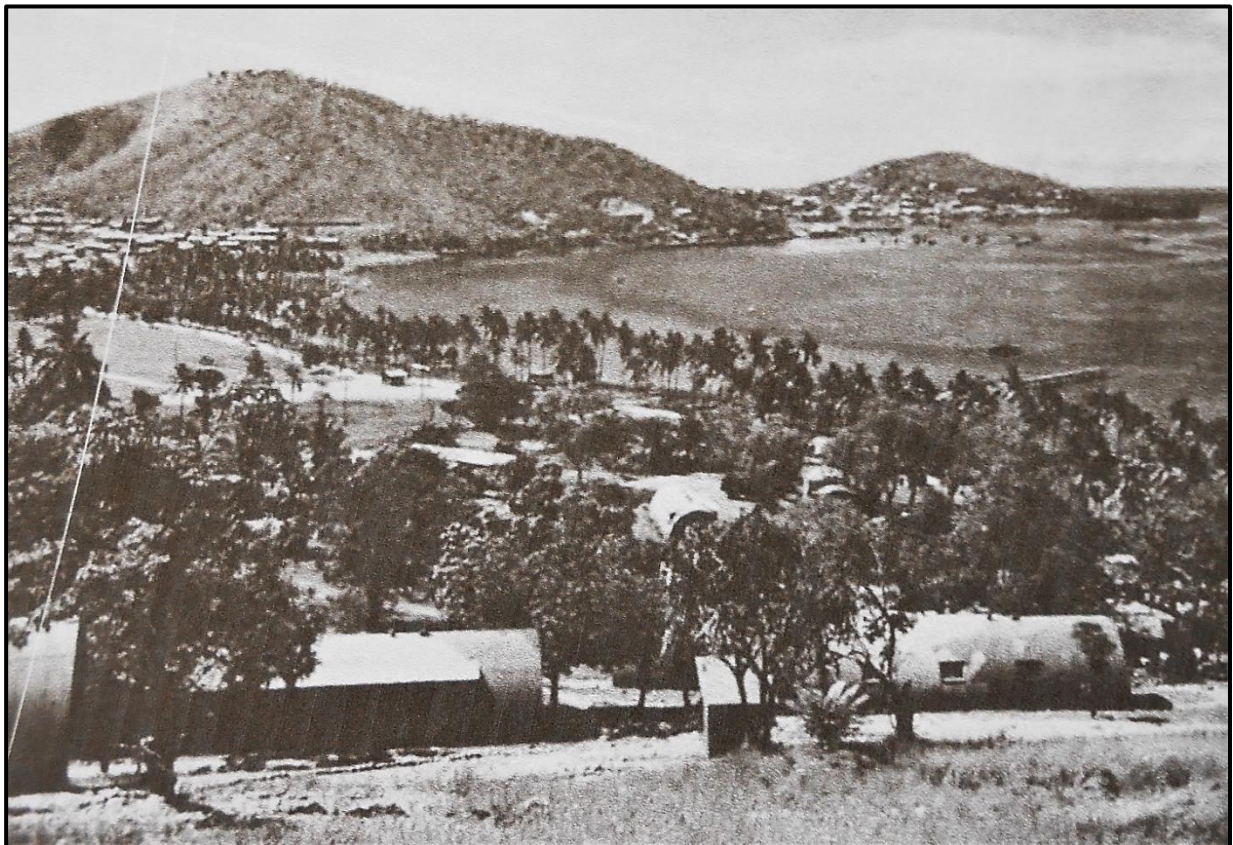
At right: The Seabees motto.





Above: A detachment of men from Company B of the 55th US Naval Construction Battalion, consisting of 2 officers and 49 enlisted men, left Brisbane for Cairns on 27 December 1943. Their assignment was to build ammunition storage facilities. This photograph shows 48 of those men at the completion of the project. This detachment arrived back in Brisbane for rest leave on 23 March 1944. Detachments from Company D also worked at Mount Coot-tha in Brisbane, improving roads around the reserve and erecting Armco magazines.

Below: A view of Port Moresby in PNG during WWII, showing the Port Director Facilities in the foreground that were built by the 55th US Naval Construction Battalion.



Dear reader,

Follow the path into the J. C. Slaughter Falls Picnic Area until you come to the flat grassed area with two distinctively tall palm trees growing upon it. This was the site of two US Navy warehouses during WWII. Please consider:

Site 4: Warehouses.

This attractive picnic area beside East Ithaca Creek was originally 'landscaped' by US Navy bulldozers in 1943, to allow for the construction of two warehouses on this green strip, and with a third warehouse built in what is now a parking area.

The structures each measured 40' x 100' (approximately 12 x 30 metres), which was the same size foundation as was used for the nearby Mine Assembly Plant, the US Navy Garage, and the Mine Depot's Administration Building. The warehouses were constructed as prefabricated Stran Steel buildings that were covered with corrugated steel. There were large double doors at both ends; the foundation was of 6" concrete laid throughout the buildings.

In December 1943, the camp and mine assembly depot were inundated by flooding. A report from the war diary of the US Seventh Fleet states: *'Flash flood topped all sandbag revetments on East Ithaca Creek road. Warehouse #2 flooded to 4" [4 inches] depth. Footbridge and power lines across East Ithaca Creek carried away [these were further downstream, between the garage and the camp site]. Working party from Mine Depot and Naval Magazine called away, and Simpson's Road bridge over East Ithaca Creek saved.'*

Below left: The picnic area where two US Navy warehouses were built during WWII.

Below right: The two warehouses can be seen in this 1946 aerial photo-map (from BCC website).



Some boys, a grenade, and a detonator.

The Royal Australian Navy at the end of the war was tasked with clearing Mount Coot-tha of munitions, so that the reserve could again be made available for public access. In spite of all best intentions, however, at least two post-war incidents are known to have occurred.

The *Courier Mail* newspaper published a short article on 4 December 1946 that was titled 'BOYS FIND GRENADE'. Ronald Langton of Rosalie State School was one of a group of boys who found a hand grenade in bush near the WWII American camp site at Mount Coot-tha. The grenade *"was in fair condition, with the firing pin showing signs of corrosion."* Police removed the grenade and handed it to an Army ammunition disposal unit.

Len Sparkes, who was a very young lad during the war years, told me about how his older brother Graham had once returned to their Bardon home with a surprising find; an *"oblong-shaped"* metal object that he thought was a detonator from a US Navy mine, which he had found in bushland somewhere on Mount Coot-tha. Len thinks that this happened in 1947.

Graham put the object into a *"fairly large"* jam tin and filled it to the brim with sawdust, and then saturated it all with kerosene. Graham then took the old jam tin to a secluded spot behind their house, next to a mango tree on *"Buckley's farm"* (now the Bardon Bowls Club) which Len could see from the safety of the back steps at the family home. Graham positioned an old bath tub in front of the jam tin for protection, and then set fire to the kerosene-soaked sawdust and retreated towards home.

Len recalls that it burnt quite brightly *"for ages"* before the fire simmered down and appeared to have gone out. Then *"all of a sudden it fizzed, and there was a tremendous explosion that took a chunk out of the mango tree."*

You could say that Graham and Len learnt a valuable lesson that day!

This was not the only memorable experience that Len had with fire. He also recalled playing tennis one evening at Rainworth, at private tennis courts that were floodlit. The players were surprised to see an orange glow in the sky, from what was clearly a major fire in the Paddington area, and so off they raced to see what was happening. Upon reaching the top of Ellena Street, they were confronted with the dramatic sight of the Paddington Tram Depot burning. Len was stunned by the sight of a few burning trams falling onto the next-door property, but fortunately no neighbouring houses caught fire.

The Paddington Tram Depot fire must have been an especially sad event for the Sparkes family, as Len's father Frederick had worked on Brisbane trams as a conductor and his uncle, Leonard, had worked at the Paddington Tram Depot.

My thanks go to Genean Wildeisen for the Trove story about Ronald Langton finding the grenade, and to Len Sparkes for sharing some of his boyhood memories with me.

Allan Tonks, 17 September 2024.

Dear reader,

Follow the path to the paved carpark. At the far end, to the left hand-side, you'll find the zig-zag path that takes you to the Bush Chapel. Consider the following:

Site 3: The New Non-Magnetic Hut.

A US Navy map produced in November 1943 shows that an *“old non-magnetic hut”* had first been erected close to the Mt Coot-tha summit. A *“new non-magnetic hut”* was then constructed here in mid-1943, when Mine Assembly Depot #1 was being established. This hut would have been used for preparing components of magnetic and acoustic mines. It is said, for example, that the Mk 12 mine was *“actuated by a Mk 3 magnetic exploder, a complex device that had to be set according to the polarity and strength of the earth’s magnetic field in the location where it was to operate.”* Such devices would have required careful handling away from the main mine assembly area.

This site was never actually used as a chapel by American servicemen during WWII. The Schedule of Buildings prepared during end-of-lease proceedings clearly show that this site contained the Non-Magnetic Hut, also listed as Building F.

A shelter designated as Building K was located nearby. That structure had a concrete floor measuring 20' x 30' (6.1 x 9.1 metres), with a roof of corrugated Fibrolite. The walls were only partially covered, and the building was thus described as being *“more of a shelter”* in the Schedule of Buildings. It is possible that this was actually the pre-war picnic shelter that had been a popular amenity at The Dams. Australian RAAF personnel may have made use of this shelter during WWII, as some maps depict it as being the site of a Royal Australian Air Force building.

During WWII a large US Navy warehouse was built in what is now the carpark behind you. It was one of three large warehouses that were built for the US Navy’s Mine Assembly Depot #1 here at the J C Slaughter Falls Picnic Area.

Sources:

CDR. John D. Alden USN (Ret.), ‘U.S. Submarine mining successes during WWII’ in *The Submarine Review*, 2007, p68.

NAA: MP742/1, 259/54/807 US Navy magazines & camp Mt Coot-tha.



Above: A recent view of what is now the Bush Chapel at the J. C. Slaughter Falls Picnic Area, which occupies the site of a former WWII US Navy building.

Below: Note that the concrete slab behind the altar contains a drain hole and door fittings, both of which suggest a previous role for this site. It's currently uncertain if the New Non-Magnetic Hut had a concrete floor during WWII, or if this foundation was provided by the BCC for the later provision of the Bush Chapel facility. The answer is likely to be found within the BCC Archives.



Dear reader,

Follow the path towards the site of the last carpark and picnic shelter, but on the way do pause to consider the stone and mortar gutters beside the path:



Above: The stone and mortar drains are something of a curiosity. Are they of WWII origin, and if so, were they built by US servicemen? It is known that the US Navy made big efforts to improve water management here after the site was flooded in December 1943. It is stated in the *Schedule of Buildings* that ***'more than 1,200 ft. of concrete curb gutter was installed throughout the Camp Area to carry drainage water to main road.'***

Below: This picnic shelter has been erected on the WWII foundation of what was the Mine Assembly Plant, arguably the most important WWII structure at Mount Coot-tha.



Site 2: The Mine Assembly Plant Building.

The concrete foundation on which this picnic shelter has been built is an important relic from World War II. This was the site of the Mine Assembly Plant, which the U.S. Navy operated here from August 1943 to mid-1944. This very solid concrete foundation was laid by U.S. Navy personnel. The Assembly Plant that was built upon it was erected by Australians, and paid for through Reverse Lend-Lease financial arrangements.

The exterior walls of the building were constructed of 4" x 2" wooden studs that were covered with fibrolite. The roof was covered with corrugated fibrolite and was fitted with skylights, with the windows along each side wall being fitted with clear glass. Work benches were fitted along both side walls, and large double doors were installed at both ends of the building. The Assembly Plant was fitted with 42 electric lights and 8 power points.

This building was used by the U.S. Navy for assembling mines, most of which were later deployed into enemy territory by Australian RAAF aircraft.

Source: NAA: MP742/1, 259/54/807 *US Navy magazines & camp Mt Coot-tha.*

Below left: Assembling aerial mines inside the Mine Assembly Depot, which was a top-secret activity. The photograph was by courtesy of US Lt Ivor Collins, and has been sourced from the book *RAAF BLACK CATS*, published by Allen & Unwin in 2019.

Below right: Edge detail of the concrete foundation slab, as can be seen today. The stone steps that can be seen across the driveway from the Mine Assembly Plant appear to go nowhere; it's thought that these may have led to 'long drop' toilet facilities in the bush, safely away from the creek, for use by the mine assembly personnel who worked here.



Mine Assembly Depot #1.

In 1942 the US Navy and the Royal Australian Air Force agreed to jointly develop an aerial mine-laying capability. The US Navy would supply the mines, and the RAAF would use modified Catalina aircraft to deploy the mines into Japanese territory. The US Navy opened the Mine Assembly Depot (Brisbane) at the Newmarket Service Station in November 1942, as a trial site. American mine components were shipped to Australia and assembled at Newmarket, and then transferred by rail to RAAF Catalina squadrons based at Cairns.

The first mine-laying mission flown by these RAAF Catalinas took place on 22 April 1943, when 8 aircraft laid mines at Kavieng Harbour in New Ireland, to the north-west of Rabaul. The Catalinas eventually laid 104 mines around Kavieng. These raids were supported by the US Submarine *Silversides* when it deployed a further 24 mines into Steffan Strait.

Personnel from the 55th US Naval Construction Battalion (the “Seabees”) arrived at Mount Coot-tha in April 1943, to survey this site for development as Mine Assembly Depot #1. Building this depot required some road improvements and new access bridges into the picnic area, as well as the construction of three warehouses, a non-magnetic hut, the Mine Assembly Plant, the detonator locker, and other facilities. Mine Assembly Depot #1 was fully operational by August 1943.



Above: Wedmore’s Newmarket Service Station became a temporary Mine Assembly Depot in Brisbane in late 1942. The garage was located on Enoggera Road, opposite the Newmarket Hotel; both the hotel and the garage were used by the US Navy. This photograph has been sourced from the book *RAAF BLACK CATS*, published by Allen & Unwin in 2019.

Mine-laying by RAAF Catalinas.

The Royal Australian Air Force conducted mine-laying operations in the South West Pacific Area between 22 April 1943 and 31 July 1945. Four RAAF Catalina squadrons (11, 20, 42, and 43) undertook these missions, deploying their mines in night raids. The aircraft were painted black for better camouflage at night; hence the popular nickname of “Black Cats.”

RAAF mine-laying missions were conducted across much of the territory of modern Indonesia and as far north as China’s coastline. To enable the RAAF Catalinas to operate over these long distances, US Navy Seaplane Tenders acted as Advanced Operational Bases in support of their missions. These US Tenders allowed for refuelling at sea, and they could undertake aircraft repairs and maintenance when required. US Navy Seaplane Tenders that assisted these RAAF operations included the USS *William B. Preston*, the USS *Childs*, the USS *Tangier*, the USS *San Pablo*, the USS *Heron*, the USS *Currituck*, the USS *Wright*, and the USS *Orca*.

The RAAF deployed both American and British mines in these operations. These were mostly a mix of acoustic and magnetic mines, which once deployed would sit at the bottom of shallow seas until shipping passed over or near them.

RAAF Catalinas made a total of 1,130 successful sorties and laid 2,512 mines. Twelve Catalinas were lost during the mine-laying campaign.



Above: RAAF Catalina flying near Rathmines Base in NSW, in 1944.

Aerial mine-laying operations by our allies.

RAAF Catalinas flew their most audacious mission in the early hours of 15 December 1944, when 24 aircraft mined Manila Harbour in the Philippines. The raid was designed to stop Japanese warships from leaving Manila, so that they could not interfere with the American landings taking place at Mindoro later that morning. One aircraft failed to return from the mission; Catalina A24-64 from 43 Squadron, which was skippered by Flight Lieutenant Herb Roberts. The wreckage of the aircraft was finally discovered on Mindoro Island in March 2019, where it had crashed into a mountain in the darkness. No crew members survived.

While the RAAF Catalinas did most of the aerial mine-laying in the South West Pacific Area, our allies had been active further north. Major John S. Chilstrom of the USAF gave examples of their operations in the following edited summary of Allied aerial mining efforts:

The first U.S. Army Air Force minelaying of the war occurred on February 22, 1943, when 10 B-24s laid forty British-supplied mines in the Rangoon River to hamper Japanese troops and supplies headed for Burma ... Altogether, the British laid 3,450 mines in 697 sorties from July 1944 until July 1945. By mining the harbor at Penang, they closed the submarine base used by both the Germans and Japanese ... U.S. Tenth Air Force B-24s flew from India, while Fourteenth Air Force B-24s and Twentieth Air Force B-29s operated from China to lay mines from the Tonkin Gulf to the Yangtze River from 1943 ... In the Central Pacific ... TBF Avenger torpedo-bombers made the first American carrier-based minelaying at Palau on March 30-31, 1944. They trapped thirty-two ships inside the atoll by mining its passages, allowing aircraft to sink twenty-three with bombs and torpedoes and damage the rest ...

The US 6th Bombardment Group took over the role of aerial mine-laying from the RAAF Catalinas in the latter stages of WWII, using B-29 Super Fortresses in 'Operation Starvation' to mine the seas around Japan.

Sources:

Major John S. Chilstrom, 'Mines Away! The Significance of U.S. Army Air Forces Minelaying in World War II', School of Advanced Airpower Studies, United States Air Force.

Robert Cleworth and John Suter Linton, *RAAF BLACK CATS*, Allen & Unwin in 2019.

Joe Leach, *RAAF FLYING BOATS AT WAR – THE WAY IT WAS*, Australian Military History Publications, 1999 (Refer to 'Appendix A – Bombing the Japanese Cities' for an explanation of the US 6th Bombardment Group's role in mine-laying operations with B-29 aircraft).

USS *San Pablo* (AVP-30): A Case Study.

The USS *San Pablo* was a newly-commissioned seaplane tender when it first visited Brisbane in mid-1943. The ship was here to collect flight crews and supplies, before heading to New Caledonia to begin her tour of duty in support of American “Black Cat” Catalina squadrons. The US Black Cats were used for offensive night patrols, attacking Japanese shipping whenever they could.

In October 1943 the *San Pablo* again sailed to Brisbane for replenishment and a rest break for her crew. This visit was briefly noted in the Seventh Fleet’s war diary for 30th October 1943, where it states that *“approximately 30 tons [of] miscellaneous aircraft bombs were delivered to U.S.S. SAN PABLO”* from Mine Assembly Depot No. 1. The bombs would have been stored at the US Naval Magazine at Mount Coot-tha and on farms at The Gap.

The *San Pablo* was one of several US Navy seaplane tenders to provide support for Australian mine-laying Catalinas, whose crews were able to enjoy food and rest whenever they stopped for fuel or maintenance. Corporal Jim Henwood, of the ground maintenance personnel with 11 Squadron, frequently travelled aboard the RAAF Black Cats. He stated that their crews were supported by two American Tenders, the USS *Tangier*, and the USS *San Pablo*. When on board the US Tenders *“we could buy as many cigarettes as we wanted for 33 cents a carton, so out came my spare kit bag, filled up and locked!”*



Above: A famous image of the USS *San Pablo* trying to take the stranded flying boat *Honolulu Clipper* under tow in November 1945. The aircraft eventually had to be sunk.

Lieutenant Commander Palgrave Ebdon Carr.

Palgrave “Pally” Ebdon Carr enlisted in the Royal Australian Navy as a Cadet Midshipman in 1922. He volunteered for service with the Fleet Air Arm and eventually flew in seaplanes as both pilot and observer in Australia and in Britain.

Pally Carr became experienced in mine-laying and torpedo warfare, and in 1942 he was seconded to the RAAF. He was instrumental in promoting the idea of using Catalinas for mine laying, which was accepted by senior commanders as a good proposal. After successful trials of deploying mines into Moreton Bay from RAAF Catalinas, the decision was made for them to take on the mine-laying role in the South West Pacific Area.

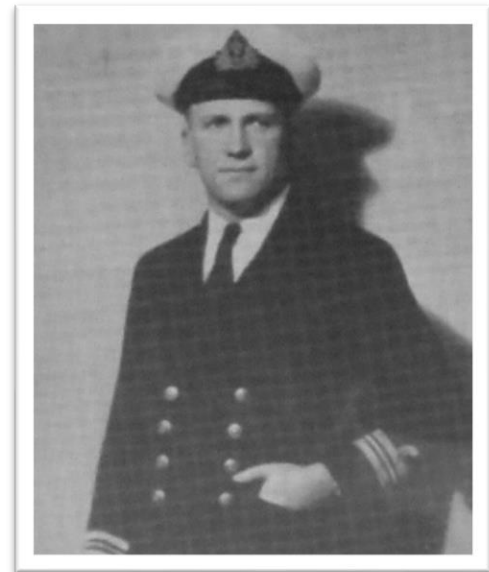
This became a joint project between the RAAF and the US Navy, with Palgrave Carr becoming one of the Australian officers working alongside US Mine Warfare Officers. Carr took on the roles of planning the mine-laying operations, briefing the crews, and ensuring timely delivery of the mines to the RAAF squadrons.

Wing Commander Gordon Stilling of 20 Squadron led a mine-laying mission to the Celebes in September 1943. Stilling’s Catalina, A24-67, was armed with two torpedoes instead of mines, in order to attack a warship that was known to be in the harbour. Palgrave Carr went along on the mission as an observer, but unfortunately the aircraft was shot down while making the attack. Carr was the only survivor and he became a prisoner of the Japanese. He later gave an account of what had happened:

We arrived over Pomala about midnight on Friday 1st October, picked out the ship and made our approach to drop the first torpedo ... which unfortunately did not run properly. Just as we were about to turn to do another run, the ship and shore opened fire on us with light AA and we were hit straight away, the main tanks caught fire and we hit the water. It all happened very quickly ... I came to the surface and found one other floating – Pilot Officer McDiarmed, who was badly wounded. There was no one else in sight though the tail of the Cat was sticking up out of the water – the main tanks were still burning beneath the surface and there were plenty of flames on the water ... We were picked up by the Japanese after about ½ an hour ... The only reason that I got away with it was that I was leaning right out of the gun blister ... and was thrown out when we hit the water ... all those inside the aircraft would have been killed instantly when the aircraft hit. McDiarmed was in the gunner’s position in the nose, which was open. He was badly wounded in the legs and after having one amputated by the Japanese, he died during the night. I was given a pretty rough time for a while and spent about a fortnight at Kendari nearby, before being taken to Sourabaya and then to Japan.

Carr survived his incarceration as a P.O.W. and returned to Australia after the war. He was awarded the Distinguished Flying Cross in January 1946, the only R.A.N. officer to receive it for service in WWII.

Right: Lieutenant Commander Palgrave E. Carr.



Sources:

Robert Cleworth and John Suter Linton, *RAAF BLACK CATS*, Allen & Unwin, 2019.

Mark Johnston, *WHISPERING DEATH: AUSTRALIAN AIRMEN IN THE PACIFIC WAR*, Allen & Unwin, 2011.

NAA: A3978, CARR P E.

Naval Historical Society of Australia: Obituary for LT CDR Palgrave Ebdon Carr, D.F.C., (Rtd).

SLV, La Trobe Collection, MS 11884, Lt Cdr P. Carr, RAN, letter 29 December 1945, as referenced in Mark Johnston's *WHISPERING DEATH*.

Who actually worked at Mount Coot-tha during WWII?

- The 55th US Naval Construction Battalion built most of the infrastructure and buildings at Mount Coot-tha, with other "Seabee" detachments assisting later;
- US Naval Magazine and Mine Depot detachments;
- The RAAF, in support of Mine Assembly Depot #1;
- The US Army briefly set up the first searchlight unit, from the 94th Coastal Artillery Regiment, at the Mount Coot-tha Summit. This was replaced by an Australian Army Anti-Aircraft Searchlight Unit, with 56 AA Coy RAE establishing Projector Emplacements there in July and August of 1942;
- Britain's Royal Navy occupied Mount Coot-tha after the US Navy had vacated the site, from some time after the middle of 1944;
- The Royal Australian Navy removed all munitions from the mountain between September 1945 and May 1946;
- Australian civilian workers, when detailed for work at Mount Coot-tha by the Allied Works Council Queensland.

Dear reader,

Use the steps at the end of the carpark to cross the creek, and then turn right along the Summit Trail. The Detonator Locker will be found not far along the path on the left-hand side of the trail. It is now protected within a security fence.

Site 1: Detonator Locker #5.

This small US Navy detonator locker, erected in 1943, is the last intact military magazine from World War II on the Mount Coot-tha Reserve. It provided storage for the detonators that were used with the mines being assembled nearby, in what was the US Navy's Mine Assembly Depot #1.

The Queensland Heritage Register entry for the Mount Coot-tha Forest describes the detonator locker as being *"cut into a hillside and partially covered with earth. It is formed by curved corrugated iron, rolled to an elliptical profile. The manufacturer's stamp 'Manufactured by the American Rolling Mill Co. Middleton Ohio' is still clearly visible. The back wall of the shelter is formed by tray-profile sheet metal. A steel frame surrounds the opening."*

Steel doors would have been fitted to the front of the magazine when in use.

A total of 38 larger ARMCO magazines, each with a concrete foundation measuring 20ft x 50ft (6.1m x 15.2m), were also erected across the Mount Coot-tha Reserve during WWII. These were used by the U.S. Navy for storing naval munitions.



Dear reader,

Congratulations on having reached Detonator Locker #5, the end point of this stage of the proposed heritage and hiking trail for Mount Coot-tha. Before you continue up the Summit Trail, or alternatively retrace your steps to the start point, take a moment for one last look at the creek opposite the Detonator Locker. This was once a long pool of water, part of what was known as *The Dams* picnic area prior to WWII. Please consider the following:

The Dams.

In the years before World War II, this site at J. C. Slaughter Falls Picnic Area was popularly known as “The Dams.” Two concrete walls that were built across East Ithaca Creek in 1912 had created swimming pools that became a much-loved picnic spot for locals. After WWII ended, it was decided to return the creek to a more natural state, and the last standing wall was demolished. Large concrete pieces from that dam wall can still be seen in the creek.

These early photographs of recreation at “The Dams” are from the State Library of Queensland collection, and have been borrowed with permission from Janet Spillman’s book *History of Mt Coot-tha*.

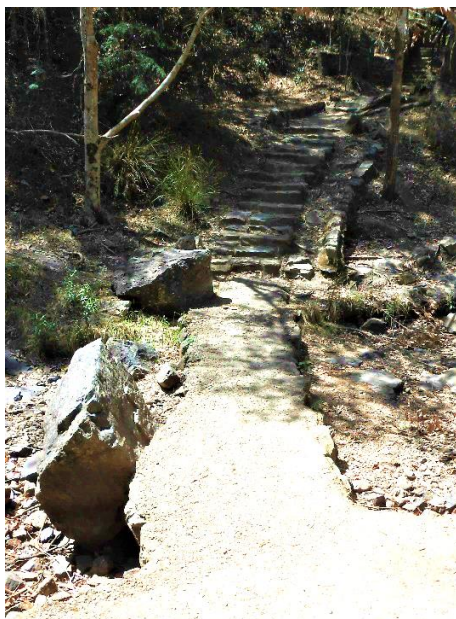


The Dams Legacy.

The two dam walls were built in 1912, creating pools that were popular with visitors. One of these original concrete walls was destroyed in February 1916, during a severe storm that hit the area. The remaining wall, further upstream, was demolished by military personnel after WWII.

Several large concrete blocks from that last dam wall remain in the creek bed today, as shown in these 2023 photographs.

The base of the demolished wall, seen below at left, now forms the trail at the creek crossing.

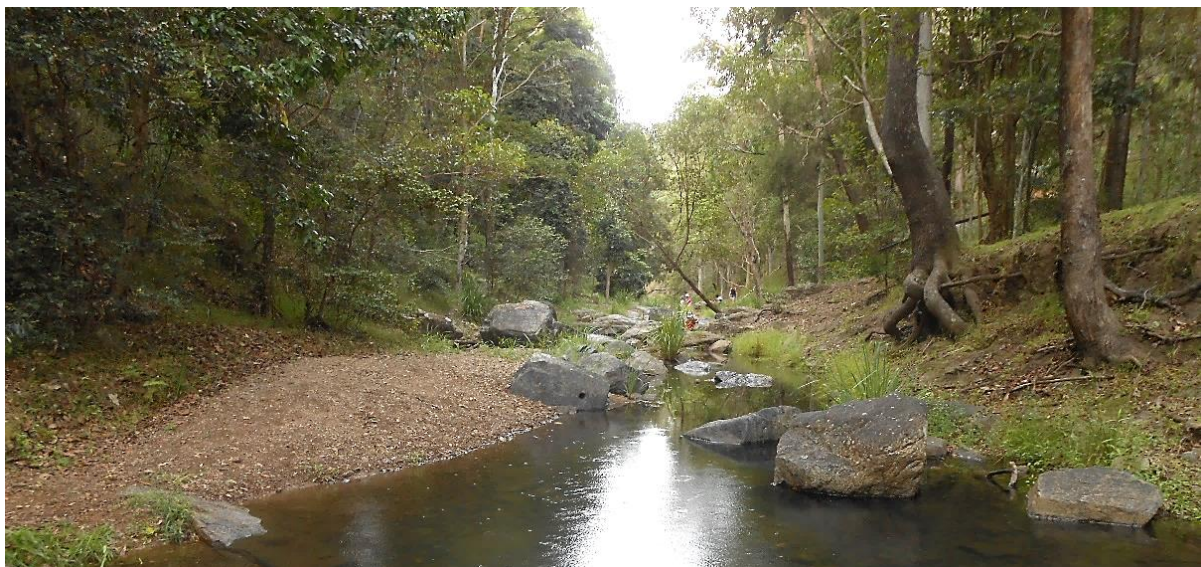


The Dams – Then and Now.

Compare the two photographs: The black and white image below shows two children standing in a pool of water at the Dams in 1916 [Source: SLQ 88018].

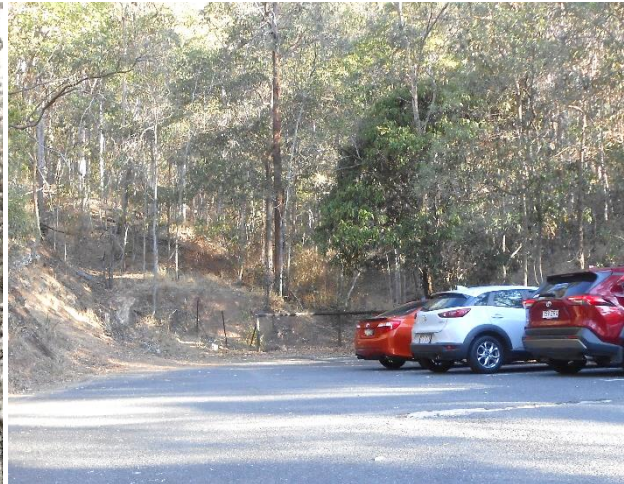


The recent photograph at the bottom replicates the scene, long after the dam wall that had created the pool was demolished. Although the photograph shown below was taken soon after heavy rain, this creek is now often completely dry. Note that there are people standing in the vicinity of the old wall in both pictures.



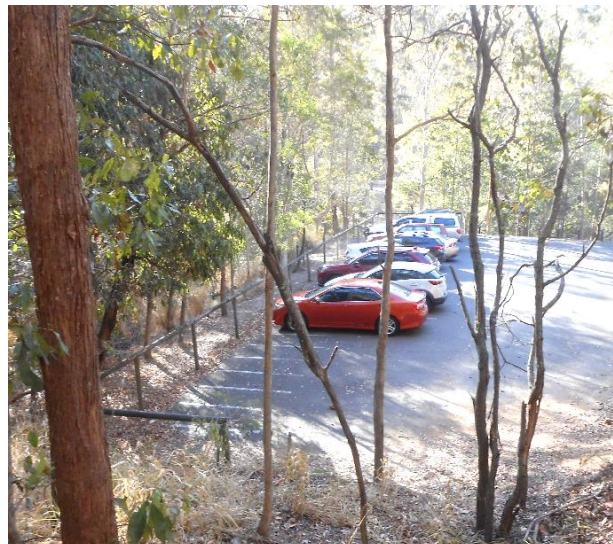
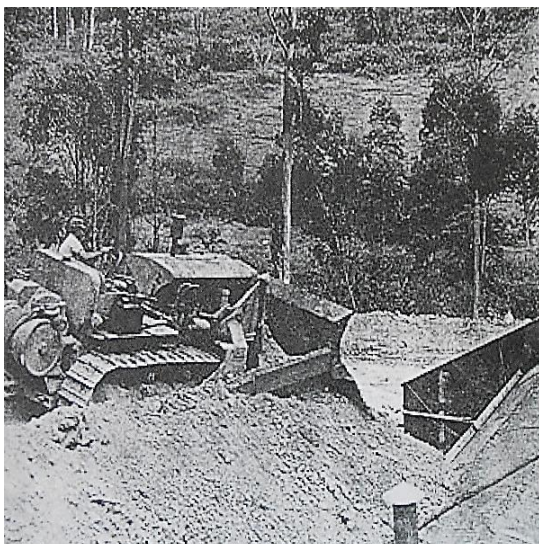
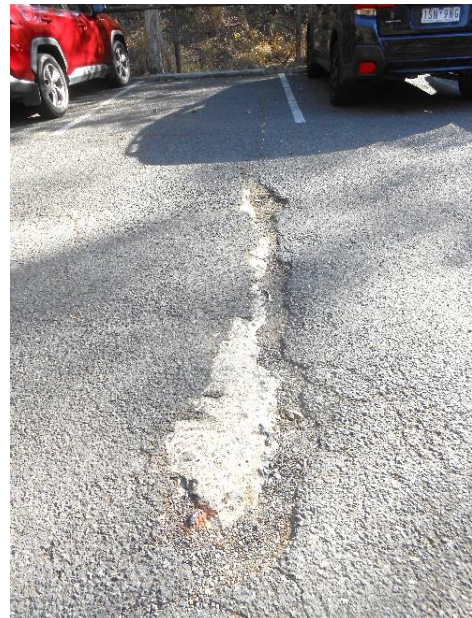
Thank you for taking an interest in this WWII heritage walk. Enjoy the delights of wandering through the Mount Coot-tha Reserve, and do come again another day.

ARMCO Magazines at Simpsons Falls Picnic Area.



These two black and white photographs show the construction in 1943 of an Armco Magazine at what is now the Simpsons Falls Picnic Area at Mount Coot-tha. The work was done by US Navy Seabees at what was labelled Site 57 on their Ordnance Depot Layout map, which also shows it to be Armco Magazine M28.

The colour photographs alongside show the site as it looked in 2023, at what is now the last parking area and turnaround on the entry road. The bulldozer in the photograph below would have sat about one metre above the front windscreens of the closest red and white cars in the picture at bottom right. A strip of white concrete from the original WWII foundation is currently exposed, and cracks in the bitumen have formed a jagged line along the original perimeter edges of that surviving WWII concrete.



How to spot WWII magazine foundations in bushland.

After the war the Mount Coot-tha Reserve was supposed to be returned to a natural state, but things didn't quite go as expected. The cost of breaking up the larger concrete foundations was prohibitive, and so some were allowed to remain. Many of the smaller Armco foundations were simply covered with soil to hide them from view. A few of the magazine structures were even bulldozed into the bush, which is why mangled metal parts from them can still be seen on the reserve.



The Brisbane City Council has placed protective bollards in front of some of the magazine sites that are on Sir Samuel Griffith Drive, as can be seen in the top photograph. The BCC will have information about these sites in their archives.



Other signs to look out for are unnaturally flat areas, roughly equal to the 20ft x 50ft size of the Armco foundations, along with saplings that tend to grow in straight lines along the outer edges of the surviving concrete. These are tell-tale signs that show where magazines once stood, such as with the site shown in the photograph above, which is beside the popular Powerful Owl Trail. The WWII concrete is hidden beneath a thin layer of leaf litter.

Several magazine sites are characterised by flat areas that are covered with dense green grass. Decaying plant matter has built up on top of the concrete foundations over time, and these also trap rainwater which creates ideal conditions for these grasses. The photograph at the right shows one of these sites, alongside the Reservoir Trail. These grassy locations are habitat for snakes, so walkers are advised not to linger!



Surviving WWII concrete foundations are sometimes hiding in plain sight, such as with the exposed concrete edge that is visible at the roadside near to the Channel 10 property. This can be seen in the photograph at bottom right.



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Robert Cleworth and John Suter Linton, *RAAF BLACK CATS*, Allen & Unwin, 2019.

Ian Cook, 'Around Toowong in the 30s and 40s', *TOOWONG: Tales of Toowong and early Brisbane*, published by Suzanne Wickenden, West Toowong Community Association Inc.

Jack Ford and Brian Rough, 'Torpedo Hill – The US Navy at Mount Coot-tha' in *Brisbane and World War II*, Brisbane History Group, 2015.

Brett Freeman, *LAKE BOGA AT WAR: The inside story of the secret RAAF Inland Flying Boat Base in WWII*, Revised Edition, Avonmore Books, 2023.

Mark Johnston, *WHISPERING DEATH: AUSTRALIAN AIRMEN IN THE PACIFIC WAR*, Allen & Unwin, 2011.

David Jones and Peter Nunan, *SUBS DOWN UNDER: BRISBANE, 1942-1945*, Boolarong Press, 2011.

Joe Leach, *RAAF FLYING BOATS AT WAR – THE WAY IT WAS*, Australian Military History Publications, 1999 (Refer to 'Appendix A – Bombing the Japanese Cities' for an explanation of the US 6th Bombardment Group's role in mine-laying operations with B-29 aircraft).

Carolyn Nolan, *Ribbons, Beads and Processions: The Foundation of Stuartholme*, 1995.

Janet Spillman, *History of Mt Coot-tha*, Boolarong Press, 2013.

Byron Watkins, 'When Mt Coot-tha was a Potential Volcano', *Telegraph*, 21 June 1979, p. 16.

Naval Historical Society of Australia: Obituary for LT CDR Palgrave Ebden Carr, D.F.C., (Rtd).

State Library of Victoria, La Trobe Collection, MS 11884, Lt Cdr P. Carr, RAN, letter 29 December 1945, as referenced in Mark Johnston's *WHISPERING DEATH*.

www.navsource.org/archives/09/43/4330.htm for photographs of USS San Pablo.

Recommended Website Reading:

1. *US NAVAL MAGAZINE AND MINE ASSEMBLY DEPOT AT CAMP COOT-THA*

at: <https://www.ozatwar.com/ozatwar/jcslaughter.htm>

This webpage, by Peter Dunn, is the "go to" read for understanding the Mine Depot site during WWII. A map of all relevant locations, with photographs and short videos, is included at the webpage.

2. *55th NCB 1942 – 1945.pdf*

The story of the 55th US Naval Construction Battalion (the "Seabees") is told in the Cruise Book/War Diary that was put together by members of the battalion. It's available online for free downloading and is an interesting read, and includes work by Company B and Company D at Mount Coot-tha.

3. *The 42nd General Hospital in WWII.pdf*

This war diary of the US Army's 42nd General Hospital is an interesting read that includes the period of occupation at Stuartholme School, which the nurses clearly loved. It also outlines the many and various roles that enlisted women performed at the hospital during WWII. This document is free to download from the internet and it is recommended reading.

NATIONAL ARCHIVES OF AUSTRALIA:

The NAA holds several files relating to WWII Mount Coot-tha that are available for reading online, at recordsearch.naa.gov.au

Viewers may need to click on “[Advanced search for items](#)” to locate the following files, and others:

1. NAA: MP742/1, 259/54/807 – *US Navy Magazines & camp Mt Coot-tha*.
2. NAA: MP150/1, 569/216/2034 – *Lease of Recreation Reserve situated at Mount Cootha, Brisbane by the United States Navy, RAN [Royal Australian Navy] and Royal Navy*.
3. NAA: A3978, *CARR P E*.

Recommended Books:

RAAF BLACK CATS, by Robert Cleworth and John Suter Linton; published by Allen and Unwin, 2019.

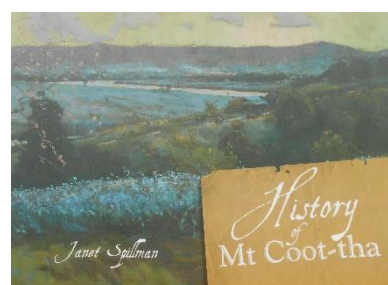
This book is about the aerial mine-laying operations that were carried out by specialist RAAF crews flying Catalina aircraft during WWII. While Mount Coot-tha is only directly referenced on one page, this book explains the reasons why the Mine Assembly Depot #1 was required, at what is now the J. C. Slaughter Falls Picnic Area. This book is a “must read” for understanding the top-secret collaboration that took place between the RAAF and the United States Navy at Mount Coot-tha.

Subs Down Under: Brisbane, 1942-1945, by David Jones and Peter Nunan; published by Boolarong Press, 2011.

Brisbane became an important American submarine base during WWII, with their wharf and port facilities situated at New Farm. This book tells of the hazardous missions undertaken by these American submarine crews, and of their fondness for Brisbane as a “rest and recreation” port. Readers will get a good insight into the experiences that American seamen had while they were here.

History of Mt Coot-tha, by Janet Spillman; published by Boolarong Press, 2013.

Chapter 4: World War II gives a good introductory account of what was happening during WWII at Mount Coot-tha, and it includes an important map of the US Naval Magazine and a plot plan of the Mine Depot camp, both of which were sourced from the National Archives of Australia.



Endnote:

Exploring the Legacy: Americans at Mount Coot-tha during WWII has been written and presented by Allan Tonks, who asserts moral rights of authorship.

This material has been prepared to demonstrate the potential for a formal heritage and hiking trail at the Mount Coot-tha Reserve.

A personal tribute to the State Library of Queensland's photographic collection.

