




# DAY 1 ROAD PLAN


(Proposed date: Tuesday 9 September 2014)

## PORT AUGUSTA TO WUDINNA



Speedo Reading	Place	GPS	Photograph
0	Port Augusta	S32.47427 E137.761871	
24.3	Information Bay Rest Area  (Just off the highway on left among a few trees)	S32 36.974 E137 34.424	
29.5	Tank Hill Rest Area  (Large secluded area just off the highway on left amongst the scrub - limited shade)	S32 37.048 E137 31.647	
40	Nuttbush Retreat Pandurra Station		

*The Nutt family has owned Pandurra Station since July 1st 1895 and has successfully run a sheep and cattle grazing enterprise. Pandurra carries in excess of 25,000 sheep and 300 cattle on an area of some 400 square miles.*

68.3	<b>Iron Knob Camping Area</b>  (Among a few small trees on the edge of town – small donation requested)	S32 43.937 E137 09.017	
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### MORNING TEA – Change Riders

**Iron Knob** - Europeans first ventured into the remote Iron Knob area during Edward John Eyre's expedition of 1839. Somewhat predicting future developments Eyre reported the discovery of vast "Iron Stone" hills. Permanent settlement of the area had to wait another 25 years. In 1854 James Patten was granted a pastoral and grazing lease over Corunna Hill, 7 kilometres North East of present day Iron Knob. The year 1880 saw a Caltowie wheat buyer named Ernst Siekman supplying large quantities of flour to the rapidly burgeoning lead, silver and zinc mining community at Broken Hill. Aware of the possibilities of new mining ventures Ernst Siekman, his wife and other family members pegged out a lease at Iron Knob. In doing so the Siekman family's Mount Minden Mining Company was born and the company extracted Iron Ore from the area for the next 16 years. Ernst Siekman and his family were of Prussian descent, and the name of the Mount Minden mining company reflected the fact that Ernst Siekman's birthplace was in Minden - a town within Westphalia province. In many ways the Mount Minden mining company was a pioneer in the development of a modern Australian iron ore mining industry, and by the standards of the day Iron Knob's ore deposits were rich pickings indeed, often obtaining metallic purities close to 70%.



From 1899 BHP worked the mining lease at Iron Knob for the next 100 years. And one hundred years of mining has certainly left its mark - with the height of Iron Knob Hill being reduced by more than 150 metres. For the traveller Iron Knob may not be the most scenic of towns, but it certainly is a town of historic significance. Iron Knob played a crucial role in the birth of Australia's commercial Steel making industry at nearby Whyalla.

**Facilities** - Iron Knob is a small settlement with basic facilities. On the edge of the town is a Roadhouse. Iron Knob also has a general store and Post Office facilities situated on the main street - don't worry you won't get lost!

116	<b>Lake Giles Rest Area</b>  (Secluded in the scrub on right behind the truck area)	S33 02.930 E136 46.167	
155	<b>Kimba Rest Area</b>  (Adjacent to highway in the centre of town)	S33 08.511 E136 25.220	

### LUNCH – Change Riders

**Kimba** - Kimba is located half way across Australia. It is situated at the northern edge of Eyre Peninsula's vast grain growing belt. Early explorations of the Kimba and Gawler Ranges districts were made by Edward John Eyre's expedition in 1839. Near Kimba, Eyre discovered water and camped at Refuge Rocks. By the 1870s Kimba had been opened up to pastoral leaseholders. More intensive European settlement of the area commenced in 1908 however, when the pioneering Haskett family sowed their first wheat and oat crops. Kimba's early pioneers often referred to the area as Heartbreak plains. In all truth Kimba's early pioneering years were very tough indeed, with many farmers constructing primitive huts from flattened kerosene tins. Early transport on Northern Eyre Peninsula was equally primitive and typically consisted of Bullock Teams and Camel Trains. Such transport became outmoded with the completion of Kimba's Railhead in 1913. In common with other Eyre Peninsula towns of the time, water was freighted in by rail once a fortnight.

Today, Kimba is the centre of a major wheat growing area, and site of one of South Australia's largest inland grain terminals. The name Kimba has its origins in a local aboriginal language and is said to mean "Bush Fire".

**Facilities** - Kimba is a pleasant and reasonable sized Eyre Peninsula town of about 800 people and provides close to a full range of services. Both the ANZ and State Bank of South Australia have branch offices within Kimba. Kimba's Post Office also acts as an agent for the Commonwealth Bank. Kimba does not have ATM facilities but EFTPOS is available at the local supermarkets and hotels. A Shell Roadhouse is located on the western side of town and provides fast food, basic meals and offers a rest are where we will be having lunch.



**Attractions** - Kimba's most notable landmark is the Big Galah, which is located by the wheat silos. Australians seem to love big kitsch objects d'art and the Big Galah is no exception, standing fully 8 metres tall.

<b>188</b>	<b>Midway Rest Area</b>  (Just off the highway among the trees)	<b>S33 11.810</b> <b>E135 59.986</b>	
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### AFTERNOON TEA – Change Riders

<b>200</b>	<b>Koongawa Rest Area</b>  (Just off the highway on right among a few trees)	<b>S33 09.586</b> <b>E135 51.978</b>	
<b>224</b>	<b>Goyders Line Rest Area</b>  (Well off the highway among a few trees on right)	<b>S33 08.784</b> <b>E135 45.355</b>	



<b>244</b>	<b>Kyancutta Rest Area</b>  (At Polkdinney Park behind the general store)	<b>S33 07.997</b> <b>E135 33.119</b>	
<b>256</b>	<b>Wudinna Park Area</b>  (Adjacent to the highway on the left hand side of highway)	<b>S33 02.784</b> <b>E135 27.452</b>	

***Kyancutta** is a small wheat belt town located at the junction of the Eyre and Tod Highways. Once a busy town with an airport, Kyancutta is now nearly a ghost acting only as a center for the agricultural districts surrounding it.*

## OVERNIGHT

### Wudinna District Council.

P.O.Box 6, Wudinna, SA, 5652 - Telephone: 08 – 8680 2002 - Fax: 08 – 8680 2296

Email: [admin@wudinna.sa.gov.au](mailto:admin@wudinna.sa.gov.au)

*Click here to visit the [Wudinna District Council website](#)*

**Wudinna** - Aboriginal people of the Kukatha tribe were the first inhabitants of the Wudinna area. For the Kukatha people the numerous granite domes dotting the area ensured that there was always water available in granite pools and soaks at the base of rock formations that are common within the area. Robert Standley was the first European settler to the area and in 1861 he was granted a 10 square mile lease at the base of Mount Wudinna. Early European settlement of the area was enabled by collecting and conserving water runoff from the numerous granite domes within the area. Water was conserved by construction of stone water runoff channels around the base of granite domes. The granite structures in this area of Eyre Penuinsula are known to be a part of the Hiltaba suite of rocks within what is known as the Gawler Craton. The fertile soils that formed around the base of eroded granite soil also proved a boon to early settlers who relied upon wheat cropping and grazing activities within the Wudinna district. Other major industries within the Wudinna area include granite mining and tourism within the nearby rugged Gawler Ranges. Today Wudinna is a friendly town of some 650 people. Wudinna also acts as a major service centre to the surrounding district.

**Facilities** - Wudinna is well serviced from the point of view of the traveller. Situated along the main Eyre Highway is the Caltex "Granite Country" Roadhouse which is open from 8-00 am to 7-00 pm Monday to Friday, and 9-00 am to 7-00 pm on weekends. Within the Roadhouse is a dining area and toilets are located outside. Also located on the main Eyre Highway is the Wudinna Mobil Roadhouse which is open between 6-30 am and 10-00 pm 7 days a week. The Mobil Roadhouse has EFTPOS facilities and accepts Mastercard and Diners Club Cards. Outside the Mobil Roadhouse is a Coke vending machine for after hours use. Located nearby is a public phone box. On the main highway is the Wudinna Laundromat.

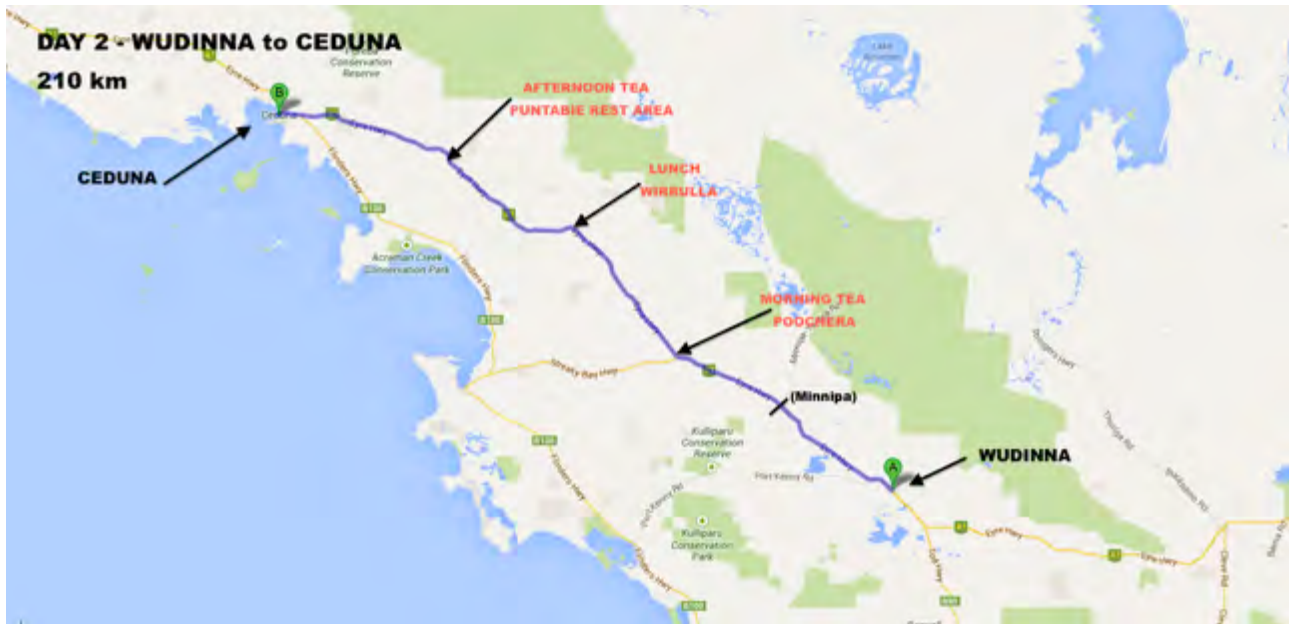
**Accommodation** - The Gawler Ranges Motel and Caravan Park is also located on the main Eyre Highway and is situated near the Caltex Roadhouse. This motel accepts Visa and Mastercard and accepts EFTPOS payments aswell. The Gawler Ranges Motel offers deluxe, standard and family units. Facilities available also include a licensed restaurant known as "The Sturts Restaurant", which offers affordable home-style meals. The caravan park is located nearby and also provides a deluxe cabin and 4 standard cabins offering self catering accommodation. Within the caravan Park are powered sites, tent sites, on site caravans, and a barbecue and laundry facilities. For further information telephone (08) 8680 2090 or visit [www.gawlerangesmotel.com](http://www.gawlerangesmotel.com).

**Shopping** - The main shopping area for Wudinna is on Burton Terrace behind the wheat silos. There is the Wudinna Newsagency, a gift shop, a public phone, Wudinna Post Office and associated Commonwealth Bank Agency. Bank SA also offers EFTPOS facilities and has an ATM machine. The Wudinna Hotel is also located on Burton Terrace. Behind Burton Terrace is Ballantyne Street where there is a Foodland supermarket. Nearby is the Wudinna Bakery. Wudinna also has a 26-bed hospital and an on call Doctor.

# DAY 2 ROAD PLAN

(Proposed Date: Wednesday 10 September 2014)

## WUDINNA TO CEDUNA



Today's ride is through grain belt country. It is flat, boring country with hundreds of kilometres of short golden stubble on all paddocks after the wheat harvest. The properties are huge and it can be ages between sighting farmhouses. Each small town has large wheat silos, which can be seen from a long distance. The rail track and a water pipeline from Port Lincoln are often visible near the towns.

Speedo Reading	Place	GPS	Photograph
0	Wudinna	S33 02.784 E135 27.452	
38	Minnipa Rest Area  (Just off the highway among a few trees)  Mobile reception Toilets Picnic table	S32 51.261 E135 09.050	
72	Poochera Rest Area  (Well off the highway on the west side of town)  Mobile reception Picnic table	S32 43.296 E134 50.060	

### MORNING TEA – Change Riders

**Poochera** - Poochera is a typical small grain belt town situated on a railway siding. The town itself was surveyed in 1920 and is named after a nearby hill. Poochera has a very obscure claim to fame. Poochera is home to the prehistoric ant named *Nothomyrmecia macrops*. Amongst entomologists this species of ant is considered a living fossil, the world's most primitive living ant. *Nothomyrmecia* was originally discovered in 1931 near Balladonia in


Western Australia. At the time *Nothomyrmecia*'s discovery caused a great deal of excitement. The species was seen as living proof that ants had evolved from wasps. Embarrassingly however, further specimens were unobtainable, as amateur naturalists from the 1931 expedition had failed to record collection sites for *Nothomyrmecia*. The year 1977 saw *Nothomyrmecia* fortuitously rediscovered by Dr Bob Taylor and a party of entomologists from Canberra. The story of *Nothomyrmecia*'s rediscovery is a remarkable one, and it bears retelling here.

Spurred on by rumours that an American scientist was coming to search for the lost ant, Dr Taylor apparently mounted one last ditch attempt to beat the Americans to the punch. By an incredible stroke of good luck - if it could be called that - Dr Taylor and his group were driving to Western Australia when their vehicle struck mechanical problems at Poochera. As we all know, even the best-laid plans can go astray, and Dr Taylor's expedition was forced to make an unscheduled stop, and camp for the night at Poochera.

Later that evening Dr Taylor conducted an impromptu insect survey in the mallee scrub adjacent to camp. There's no doubt the last thing on Dr Taylor's mind was *Nothomyrmecia* - after all, the last and only recorded sighting was made 46 years earlier, and even that was fully 1300 kilometres away to the west. Poochera was definitely the last place where Dr Taylor expected to find *Nothomyrmecia* - but there it was, one solitary *Nothomyrmecia* worker ant crawling on a eucalyptus tree trunk. The sight was truly astonishing. Dr Taylor then rushed back to his colleagues and in true Australian style he announced to the world, "The bloody bastard's here! I've got the Notho-bloody-myrmecia!"

Today the Poochera Hotel is a favoured site for ant entomologists, at least during the southern hemisphere's winter and spring, when *Nothomyrmecia* is at its most active. *Nothomyrmecia* is considered a very rare ant, so much so that in international circles the International Union for The Conservation of Nature and Natural Resources (IUCN) rates this species as critically endangered. Since the Poochera rediscovery one further *Nothomyrmecia* colony has been found at Penong, 180 kilometres away to the west. To date however, the fate of the original Western Australian population remains a mystery.

**Facilities** - There are relatively limited facilities for the traveller. It has a hotel, caravan park and roadhouse, which has fuel, EFTPOS and food.

<b>96</b>	<b>Cungena West Rest Area</b>  (Just off the highway among a few trees)  Mobile reception Picnic table	<b>S32 33.475</b> <b>E134 40.671</b>	
<b>118</b>	<b>Wirrulla</b>		

## LUNCH – Change Riders

**Wirrulla** - The name Wirrulla is derived from a local aboriginal word meaning "fast" or "quick". As with many of the smaller towns in South Australia, Wirrulla grew up around a railway siding. In the very early years of European settlement many pioneers travelled from Port Augusta through the Gawler Ranges to Ceduna and other west coast settlements. At the time Wirrulla was a small but important way station for these travellers. Today Wirrulla's chief occupation is wheat and cereal growing. Wirrulla appears to be something of an enigma. Signs on the approaches to Wirrulla proclaim the settlement to be "The Town With A Secret!" Very strange indeed! However, the secret is revealed on arrival in town. Something to do with boats!!

**Facilities** - Wirrulla provides only the bare essentials. There is a General Store, which sells a range of groceries and petrol. This store is generally open during daylight hours and the early evening. Social life revolves around the local hotel, which provides basic meals and has some accommodation.



<b>127</b>	<b>Perlubie Rest Area</b>  (Just off the highway among a few trees)  Mobile reception Picnic table	S32 24.792 E134 24.120	
<b>159</b>	<b>Puntabie Rest Area</b>  (Secluded in scrub just off the highway on left)  Mobile reception Picnic table	S32 12.611 E134 07.837	

### AFTERNOON TEA – Change Riders

<b>210</b>	<b>Ceduna</b>		
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### OVERNIGHT

**Ceduna** - Ceduna is very much a solitary hub town that serves the Far Western Coastal areas of South Australia. Ceduna is a corruption of the local Aboriginal word "Chedoona" and is said to mean a place to sit down and rest. Located on the scenic shores of Murat Bay, Ceduna is a town of some 4000 people supported by a number of local industries, including wheat farming, gypsum mining, salt mining, and commercial fishing. Recent developments have also seen the discovery of 6 heavy mineral sands deposits within the "Eucla Basin". This extensive mineral sands province ranges eastwards of Ceduna through to Western Australia.

**Facilities** - Ceduna provides close to a full range of shopping, banking and business services. For a town of Ceduna's size, medical facilities are very good.

**Accommodation** – There is a wide range of accommodation facilities available within Ceduna and nearby Thevenard including five Caravan Parks.

- **Ceduna's Airport Caravan Park** is located on the Eyre Highway's eastern approaches to Ceduna. Within the Airport Caravan Park visitors will find a number of 3 Star rated detached apartments, 4 berth en suite cabins and 2 bedroom holiday cabins suitable for up to 6 people. Approximately 300 camping and caravan sites are also available, with 160 of these being powered sites. For further information telephone (08) 8625 2416 or fax (08) 8625 2416. Email [csfoster@bigpond.com.au](mailto:csfoster@bigpond.com.au).
- **Ceduna Foreshore Caravan Park** is situated on Poynton Street, adjacent to the Ceduna Hotel Motel. It offers 4 and 6 berth cabins, and approximately 55 powered caravan and camping sites. Camp kitchen, barbecue and rainwater facilities are available. Ceduna's Foreshore Caravan Park is conveniently located 50 meters from the town centre, a popular fishing jetty and a local boat ramp. For further information telephone or fax (08) 8625 2290.
- **Ceduna Tourist Park** is located at 29 McKenzie Street. Ceduna Tourist Park offers a number of Park Cabins with en suite and cooking facilities suitable for up to 6 people. Approximately 45 caravan sites are available along with grassed tent sites.. For further information telephone (08) 8625 2150 or email contact [cedunab4@tpg.com.au](mailto:cedunab4@tpg.com.au).
- **A1 Cabins and Caravan Park** is located at 41 McKenzie Street. A1 Cabins offers 18 cabins suitable for up to 6 people - some with en suite and microwave oven facilities. Approximately 30 powered caravan sites and a number of grassed tent sites are also available. For further information telephone or fax (08) 8625 2578.



- **Shelly Beach "Nomads" Caravan Park** is located at 178 Decres Bay Road - opposite Ceduna's Race Course. It offers 10 fully self contained en suite cabins suitable for up to 6 people. Also available are 26 powered sites suitable for caravans and campers. Facilities at Shelly Beach Caravan Park include camp kitchen, rainwater, fish cleaning station, gazebo and barbecues. A feature of Shelly Beach Caravan Park is 1 kilometer of beach frontage and sandhills. Situated 3 kilometers east of Ceduna's town centre, Shelly Beach is probably the quietest caravan park in town. For further information telephone or fax (08) 8625 2012. Email [shellycp@tpg.com.au](mailto:shellycp@tpg.com.au).

**Attractions** – The biggest event of the year in Ceduna is the Oysterfest. It is a hugely popular local festival, which celebrates the prized eating qualities of locally grown oysters. It is normally held on the last weekend of September each year so, unfortunately, we will be a few weeks to early for it. However, that does not mean we cannot partake of a few oysters. On the western approaches to Ceduna is the Ceduna Oyster Bar, which obtains fresh Pacific Oysters direct from local oyster growers every day. King George whiting are also a delicacy. Locally caught can be purchased at the Thevenard's Fish Processing factories.

**Local Hero** – One of Ceduna's local heroes is Chris Sperou. He was born at Ceduna on Christmas day 1938. He was a professional fisherman for three years before taking up work as a refrigeration mechanic when his family moved to Adelaide in 1956. In 1960 he obtained his pilots licence and later taught himself aerobatics. He went on to win 13 Australian Aerobatic Championships and has flown in five World Aerobatic Championships. Incredibly, he is still doing aerobatic displays at the age of 75.

# DAY 3 ROAD PLAN

(Proposed Date: Thursday 11 September 2014)

## CEDUNA TO NULLARBOR ROADHOUSE



*The journey from Ceduna to Penong is mainly small rolling hills in farmland with occasional clumps of trees for shade.*

Speedo Reading	Place	GPS	Photograph
0	Ceduna		
47	<b>Watraba Rest Area</b>  (Just off the highway on right amongst a few trees)  Mobile reception Picnic tables	S31 56.463 E133 16.456	
72	<b>Penong Park Area</b>  (Just off the highway on the west side of town)  Mobile phone reception Toilets Picnic tables	S31 55.674 E133 00.494	


### MORNING TEA – Change Riders

**Penong** - Penong is a very small settlement located on the Western edge of South Australia's grain growing belt. Scattered around Penong are dozens of windmills that pump water from the Anjutable water Basin. This water is supplemented by the use of rainwater and water is also carted by truck from a reticulated water supply connected to the Tod River pipeline some 15 kilometres east of Penong. South of Penong are massive deposits of salt and gypsum in Lake McDonnell. Each year 100,000 tonnes of salt are harvested from brine pools and exported from Port Thevenard to the eastern States. Lake McDonnell's gypsum deposits are the largest in the Southern Hemisphere and cover an area of 87 square kilometres to an average depth of 4.8 metres. That's a lot of

gypsum. Cactus Beach is located 21 kilometres south of Penong and surfers from around the world and Australia frequent the area to surf 1 right hand and 2 left hand breaks.

**Facilities** – Penong has a General Store, with Post Office, a laundromat, a caravan park and Caltex Roadhouse with fuel and fast food outlet. A public phone is also available next to the take-away food shop.

*The journey from Penong to Nundroo is through medium rolling hills for about the first 20km opening out to farmland with patchy trees thereafter.*





<b>88</b>	<b>Cohen Rest Area</b>  (Just off the highway among a few trees)  Mobile reception unknown Picnic tables	<b>S31 51.672</b> <b>E132 51.763</b>	
<b>141</b>	<b>Nundroo Rest Area</b>  (Just off highway amongst the scrub)  Mobile reception unknown	<b>S31 49.613</b> <b>E132 18.865</b>	
<b>151</b>	<b>Nundroo Roadhouse</b>	<b>S31 47.32</b> <b>E132 13.28</b>	

## **LUNCH – Change Riders**


**Nundroo** - The Nundroo area was settled by pioneering sheep graziers in the 1860s. By the 1870s Nundroo station itself had been incorporated into the much larger Yalata and Fowler's Bay Sheep Runs, which ran for several hundred kilometres in an East West direction along the Far West South Australian Coastline. In those days aboriginal shepherds were frequently employed to tend the sheep stock. By the 1880s these vast sheep runs were broken up as the original pastoral land leases expired. The area was then opened up to more intensive farming practices including some wheat farming. Today the area still continues with its tradition of sheep grazing and grain growing even though the area is rather marginal for this purpose. For the traveller crossing the Nullarbor, Nundroo is very much a welcome rest stop.

**Facilities** – The Nundroo Hotel Motel and the attached kiosk service the passing tourist trade with fuel, food and a small grocery range. It has a swimming pool, 17 air-conditioned rooms, backpacker accommodation and 8 campsites available for hire. Davis Motors also operates from Nundroo and carries out mechanical repairs also operates the local RAA 24-hour emergency road, car repair and towing service. On site accommodation is also available next to Davis motors.



The 74km from Nundroo to Yalata West is hilly and well treed.			
<b>177</b>	<b>Colona Rest Area</b>  (Secluded in scrub just off highway)	<b>S31 36.334</b> <b>E132 02.178</b>	
<b>195</b>	<b>Yalata East Rest Area</b>  (Quite a large area just off highway on left in scrub)  Mobile reception Picnic Table Maybe a bin	<b>S31 30.909</b> <b>E131 51.649</b>	
<b>204</b>	<b>Yalata</b>  The Yatala roadhouse is Aborigine owned and operated. It has been closed down for some time but apparently there is a move to renovate. Need to check this.	<b>S31 50.0947</b> <b>E131 82.419</b>	
<b>225</b>	<b>Yalata West Rest Area</b>  (Just off the highway in the scrub)  Mobile reception doubtful Picnic table	<b>S31 24.640</b> <b>E131 36.871</b>	

### AFTERNOON TEA – Change Riders

The 72 km journey from Yalata West to Nullarbor Roadhouse is hilly and well treed UNTIL about 30 km east of Nullarbor when the Nullarbor Plain really commences. From there on it is flat and treeless.			
<b>254</b>	<b>Nullabor East Rest Area</b>  (Secluded among a few trees just off the highway)  Picnic table	<b>S31 21.921</b> <b>E131 15.995</b>	

297	<b>Nullarbor Roadhouse</b>	<b>S31 27.010 E130 53.49</b>	
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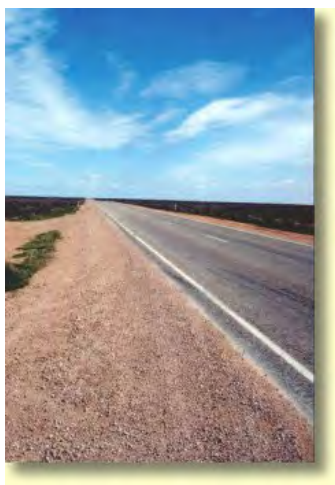
## OVERNIGHT

**Nullarbor** - In 1866 Alfred Delisser surveyed the Nullarbor Plain and noted a marked absence of trees. Contrary to some opinion, the word Nullarbor is not of Aboriginal origins. In fact, the local Mirning people referred to the area as "Oondiri" which is said to mean "the waterless". Delisser derived the term Nullarbor from the Latin "nulla" for no, and "arbor" for tree; hence, the term Nullarbor meaning no trees. In the 1870s and 1880s vast areas of the Nullarbor were leased to sheep graziers with many sheep stations later being incorporated into the vast Fowler's Bay run that stretched from Streaky Bay in the East to areas even further west of Nullarbor Station - a distance of over 400 kilometres! Today just about all that remains are abandoned homesteads. Koonalda homestead is one such abandoned site that the traveller can visit and use as accommodation, or as a base to explore nearby Koonalda cave and other limestone sinkholes within the area.

**Accommodation and Facilities** - Nullarbor Roadhouse has close to a full range of facilities for travellers. It sells fuel, take-away foods and Nullarbor memorabilia. Within the complex is a motel, a licensed restaurant, bar and a laundry. There is an attached caravan park with 17 powered and 11 unpowered sites. Four Backpacker rooms are also available. The Nullarbor is a remote area and when traveling you can expect to pay high prices for fuel and food. Nullarbor Roadhouse does not have mechanical repair facilities available. Nullarbor Roadhouse is RAA listed for towing. Nullarbor Roadhouse can be contacted on (08) 86 256 271.

**Attractions** - Nullarbor Roadhouse is a staging point for travellers wishing to take in splendid views of the Bunda Cliffs and the southern right whales when they are visiting their winter calving grounds between May and September. There is an entry fee to access the whale-viewing platform. For keen photographers the Bunda cliffs

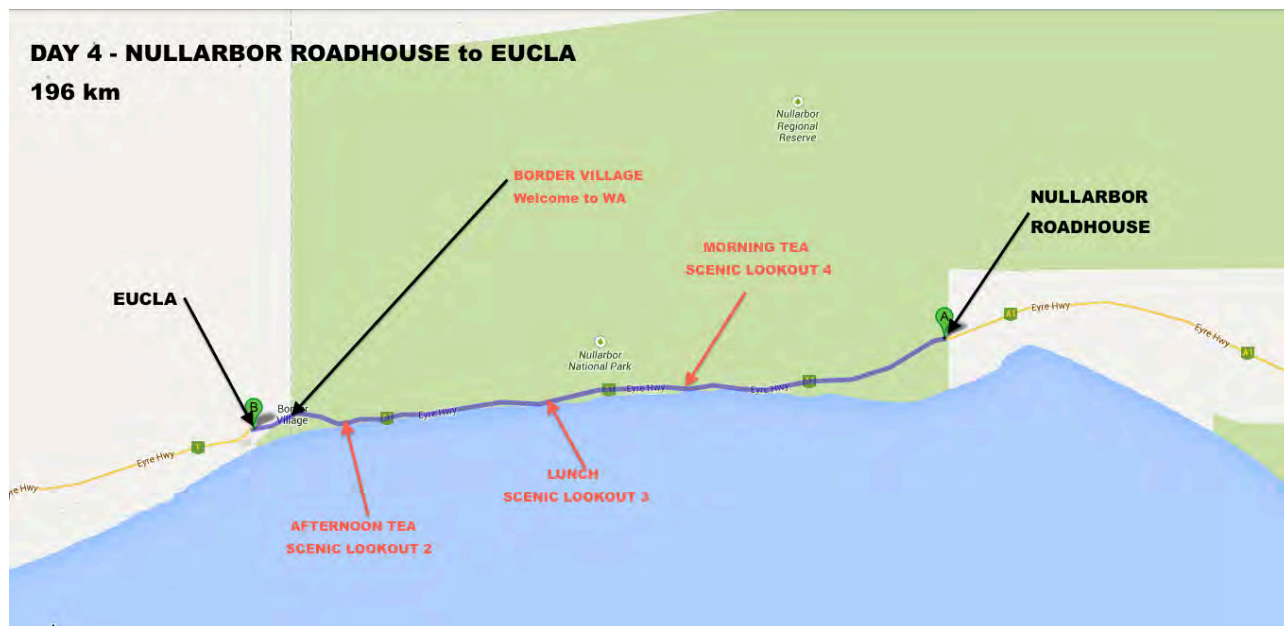
**Wildlife** - Wild camels are often seen crossing the Nullarbor. Always on the move, and particularly during the summer months, herds of wild camels can be seen making tracks from the desert interior to cooler coastal areas. Herds can range from just a few individuals up to 40 or more animals. Dingos can also occasionally be seen scavenging for food. They should not be fed as they are wild creatures and are best left to themselves.



*The Road Goes Forever*

# DETAILED ROAD PLAN


## DAY 4 – NULLARBOR ROADHOUSE TO EUCLA





Today's journey from Nullarbor Roadhouse to Eucla is a along the stretch of relatively new highway and for the most part through the Nullarbor National Park along the cliffs of the Bight. After 60km west of Nullarbor Roadhouse there are tracks to the left that are signposted to lookouts. We plan to stop at three of those lookouts, during the day, for rest breaks.

Nothing can beat the exhilaration of standing there on the edge of the earth where the Bunda Cliffs splay abruptly beneath you. You can really feel the weight of the continent as it rushes to meet the sea. This feeling is accentuated by the flatlands of the Nullarbor Plain. Care should be taken near the lookouts as the limestone cliffs are unstable and can pose a danger.



In between rest stops it is a vast treeless, bluebush and saltbush scrub studded plain, which spreads forever in all directions, cut only by the black ribbon of the highway. The highway merely skirts the true Nullarbor however, passing through a relatively small section of the plain. For a real taste of it, you'll have to head north to the Trans-Australia Railway, which runs roughly parallel with the highway and passes through the heart of the Nullarbor plain. Completed in 1917 after five years of labour, it features the longest straight stretch of railway in the world, clocking in at around 478km. The best access is via the dusty track to Cook, a trip of around 100km one way.

Speedo Reading	Place	GPS	Photograph
0	Nullarbor Roadhouse	S31 27.010 E130 53.49	
22	Nullarbor West No 2 Rest Area  (Just off highway amongst a few small trees)  Mobile reception Picnic tables	S31 32.038 E130 41.571	




<b>29</b>	<b>Nullabor West No 1 Rest Area</b>  (Secluded in scrub well off the highway)	S31 33.049 E130 37.059	
<b>74</b>	<b>Scenic Lookout 4 Rest Area</b>  (A short drive off the highway at the lookout)	S31 34.665 E130 08.757	





### MORNING TEA – Change Riders

<b>100</b>	<b>Konalda Rest Area</b>  (Secluded in the bush just off the highway to right)  Picnic table	S31 34.799 E129 52.501	
<b>110</b>	<b>Scenic Lookout 3 Rest Area</b>  (Just off the highway to left at the lookout)  Table		

### LUNCH – Change Riders

<b>168</b>	<b>Scenic Lookout 2 Rest Area</b>  (Just off the highway at the lookout)  Table	S31 39.454 E129 10.068	
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### AFTERNOON TEA – Change Riders

<b>171</b>	<b>Scenic Lookout 1 Rest Area</b>  (Just off the highway at the lookout)  Mobile reception Table	S31 39.565 E129 07.903	
<b>175</b>	<b>Border East Rest Area</b>  (Secluded Area in the scrub)	S31 38.887 E129 06.487	
<b>184</b>	 <i>Welcome to West Australia</i>  <i>Turn watches BACK 1 Hour 30 Minutes</i>	S31 63.742 E129 00.427	

Border Village is situated just 50 metres east of the Western Australian Agricultural checkpoint and acts very much as a gateway to both South Australia and Western Australia.

The traditional owners of the coastal strip of land in this area of the Nullarbor were the Mirning people. Tentative European explorations of the Nullarbor commenced with Edward John Eyre's expedition of 1841. At the time Eyre and his four fellow expeditioners were engaged in a desperate quest for rich grazing lands and an overland passage to King George's Sound in Western Australia. South of Border Village, Eyre's expedition very nearly came to a calamitous end with the party forced to endure a waterless five-day trek across the Bunda Cliffs. Salvation later came to hand when Eyre discovered native wells in the sandhills at nearby Eucla.


At the time of Eyre's explorations the territory lying between the Head of Bight and Border Village was held to be part of New South Wales. The "Bight Rectangle" as it became known stretched as far north as the Great Victoria Desert and the present day boundary of the Northern Territory. Isolated from the eastern coast of New South Wales it made good political sense to transfer the "Bight Rectangle" to South Australia's colonial government. Transfer of sovereignty finally occurred in December 1861.

#### Facilities

Border Village is a relatively new settlement. The BP Roadhouse has good modern amenities and is open 7 days a week, 24 hours a day. There is a motel, dormitory accommodation and a caravan park.

#### Agricultural Checkpoint

The West Australia Agricultural Checkpoint is located on the border just a short distance west of Border Village. All vehicles will be inspected and all fresh fruit, seeds honey, plant material and soil will be confiscated.

196	Eucla	S31 67.712 E128 88.930	
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## TWO NIGHTS IN EUCLA WITH DAY 5 A REST DAY

 	<p><b>EUCLA</b> – With a population of around 90-100, Eucla is the nearest thing to a real town for many a km. The name is said to have originated from the Mirning aboriginal word meaning bright. Eucla was established in 1877 as a manual repeater station for the Overland Telegraph. A jetty and 1km tramline was constructed for offloading supplies to this remote area. At the time both the South and Western Australian colonial administrations operated out of Eucla's telegraph station. Before the invention of Morse Code South Australian staff employed what was known as the "Victorian Alphabet", and Western Australian telegraphers used what was known as the "Universal Code." Today Western Australian and South Australian rivalries appear to be largely confined to the football field.</p> <p>Originally, Eucla's "Delisser Sandhills" were considerably smaller than they are today. During the 1890's a rabbit plague passed through the area eating dune vegetation, which caused large sand drifts that repeatedly covered and uncovered the telegraph station. Today, the telegraph station is in ruin and is, reportedly, haunted by a ghost. In 1971 the town caused a bit of a stir when it was reported that a half naked blonde girl had gone wild and was living with the kangaroos. The story engendered much media publicity but was subsequently found to be a hoax dreamed up to give the tiny settlement a bit of publicity.</p> <p>Up until 2012 there was a staffed meteorology station, with weather radar, at Eucla. That has been closed and weather information is collected by remote automated equipment.</p>
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### FACILITIES & ACCOMMODATION

Eucla provides the traveller with basic needs. Just off the highway lies a small petrol station and Eucla's Motel Hotel complex, complete with attached Caravan Park and Camping Grounds. Eucla's Amber Motel is a quite modern establishment and is very much the hub of a small thriving settlement that caters to the needs of passing travellers. This establishment combines the services of a Hotel, Motel, Restaurant and Caravan Park. Adjacent to the Motel is the BP Travellers Village petrol station, which provides basic fuel supplies. There is also a police station.



### **Amber Motel, Restaurant & Caravan Park**

Eyre Hwy

Eucla WA 6443

Telephone: (08) 9039 3468

Rating: \*\*\*

Reviews about the standard of accommodation and restaurant vary. But best not to expect too much. Scootarbor Challenge will be contacting them about accommodation in due course and there will be a representative visit there early next year to make the final arrangements.

### **DAY 5 - REST DAY AT EUCLA**

There is not a lot to see and do at Eucla on our rest day there. The main aim of the day is to rest our tired rear ends and soak up the Nullarbor experience. It will be a good opportunity to catch up with clothes washing and vehicle maintenance. The plan is to have barbeque style meal together on the rest day with whatever entertainment we can rake up between us. The whole town will be invited and offered the opportunity to put a gold coin in our *beyondblue* tin.


About the only things to see are the Old Jetty and the Old Telegraph Station. It is only a reasonably short walk to the jetty and beach area from Eucla. It is possible in mild conditions to swim near the Old Jetty but it can have strong rips. The Old Telegraph Station itself is located to the south of the town (clearly signposted). At the end of the road, about 5km, there is a display of mountainous white sand dunes. Bearings are taken on the one visible tree, which appears above the sand dunes. That tree is located no more than 50 metres from the Old Telegraph Station.


# DETAILED ROAD PLAN

## DAY 6 -EUCLA TO COCKLEBIDDY



This morning's 66km journey from Eucla, to our morning tea rest stop at Mundrabilla, is initially a descent down from the tableland down through the Eucla Pass. The road then flattens out and is reasonably straight for the rest of the way.

Speedo Reading	Place	GPS	Photograph
0	Eucla	S31 67.712 E128 88.930	
29	Eucla West Rest Area  (Just off the highway among a few trees)  Bin Table	S31 44.758 E128 36.035	
37	Mundrabilla East Rest Area  (Secluded in scrub well off highway)  Fireplace Mobile reception Tables Shady site	S31 46.034 E128 31.720	



<b>66</b>	<b>Mundrabilla Roadhouse</b>	<b>S31 81.815 E128 22.560</b>	
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### MORNING TEA – Change Riders





Mundrabilla is now a small roadhouse community, which has the basic fuel, food and accommodation needs for travellers. It also has the added attraction of a small farmyard and playground for children. The playground area is out-of-bounds for older scooter riders! However, they are welcome to say hello to Carmel the camel, a gentle beast who 'dances for her dinner'. Her mother was killed on the railway line some time back. Baby Carmel was rescued, adopted by the roadhouse, and has become a minor celebrity.

Historically, Mundrabilla station was the first sheep station to be established on the Nullarbor in 1872 by William Stuart McGill, a Scotsman, and Irishmen Thomas and William Kennedy. Pastoral activities still continue in the area. Mundrabilla also has one of the largest meteorite sites in the world with fragments spread over a 60km range. The largest meteor in Australia, known as the Mundrabilla Meteor, weighs 12.192 tonnes and was found by two surveyors in 1966. That meteor forms half of the Mundrabilla Mass. The other half weighs 5.080 tonnes. Would you believe the Mundrabilla Mass fell to earth a million years ago? Now how do they work that out so precisely?

The 116km journey from Mundrabilla to Madura is the longest distance between planned rest stops during the entire event. This does not mean we cannot stop at one of the rest stops along the way if there is a need to do so. Apart from travelling beside what appears to be a long low series of hills flanking the highway, the flatlands seem to go on forever.




<b>68</b>	<b>Tanks Rest Area</b>  (Well off the highway on right, at a tank site)  Tables Shade	<b>S31 49.914 E128 11.725</b>	
<b>75</b>	<b>Jillah Rockhole Rest Area</b>  (Secluded in scrub well off the highway on right)  Toilets Fireplace Shady Tables	<b>S31 50.386 E128 07.814</b>	



<b>120</b>	<b>Boolaboola Rest Area</b>  (Well off the highway on left amongst trees)  Tables Shade	<b>S31 53.534</b> <b>E127 39.746</b>	
<b>134</b>	<b>Carlabeencabba Rockhole Rest Area</b>  (Well off the highway on left behind the parking area)  Table	<b>S31 55.224</b> <b>E127 31.175</b>	
<b>156</b>	<b>Moodini Bluff Rest Area</b>  (Well off the highway on right at the base of the plateau)  Fireplace Tables Shade	<b>S31 54.601</b> <b>E127 17.228</b>	
<b>182</b>	<b>Madura Roadhouse</b>	<b>S31 81.815</b> <b>E128 22.560</b>	

### **LUNCH – Change Riders**

Madura is definitely one of the Nullarbor's more pleasant roadside stops for travellers situated at the base of the Hampton Tableland. Originally Madura was settled as a pastoral homestead in about 1876. Madura's early history is rather sketchy, however for many years the area was well known for producing quality polo and cavalry horses for the British Imperial Indian Army. At the time these fine stock horses were employed in various British campaigns on India's rebellious Northwest Frontier, now part of Pakistan. Later known as "Walers", these horses were bred at Madura by an ex-Army Officer who overlanded them to Eucla for shipment to foreign ports. During World War 2 Madura was a site of importance to Australian Army engineers who were intent upon upgrading what is now known as the Eyre Highway. At the time Madura was the only known site with free flowing bore water throughout the Eucla artesian basin. To obtain this supply the Western Australian Government financed the drilling of a borehole to a depth of over 300 metres. Whilst Madura's brackish water supply was perfectly suitable for grazing stock, it nevertheless needed to be desalinated for human consumption. Today the Madura area continues its traditional pastoral activities, mainly sheep.

The 90km journey from Madura to Cocklebiddy is a gentle uphill ride surrounded by open wood and grassland. The road is mostly unfenced.			
<b>183</b>	<b>Madura Pass Rest Area</b>  (Well off the highway at a lookout)  Table	<b>S31 53.573</b> <b>E127 00.230</b>	
Madura Pass Rest Area is only a very short ride west of Madura and is well signposted to the right of the highway. It has sweeping views of the Madura Pass across the escarpment and the Roe Plains. There are natural, but hard-to-find, blowholes nearby. The Madura shelf stretches as far as the eye can see, and beyond, and is predominately sedimentary rock, part of the Bight Basin. This area has been found to contain crude oil and geothermal gradients.			
<b>207</b>	<b>Olwolgin Bluff Rest Area</b>  (Well off the highway surrounded by scrub)  Tables Shade Fireplace	<b>S31 55.720</b> <b>E126 46.714</b>	
<b>230</b>	<b>Moonera Rest Area</b>  (Secluded in scrub well off the highway)  Possible Mobile reception Table Shade Fireplace	??	

### AFTERNOON TEA – Change Riders

<b>257</b>	<b>Nuytsland Rest Area</b>  Table Shade	??	
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272	<b>Cocklebidy Roadhouse</b>	S32 03.751 E126 09.73	
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## OVERNIGHT

Cocklebidy lies on the southern edge of Western Australia's truly vast sheep grazing belt. Within the area are several large-scale sheep grazing operations, some larger than a number of European countries. One such station is Arubiddy, which spans an area over 3200 square kilometres. With limited rainfall, sparse stocking rates of about 8 to 10 sheep per square kilometre are the norm. During its pioneering years Cocklebidy was the site of an aboriginal mission. Today however, all that remains of the aboriginal mission are its stone foundations.

In recent years Cocklebidy has gained an international reputation as a site for one of the world's largest cave systems. Ten kilometres to the north west of Cocklebidy Roadhouse is Cocklebidy cave. In 1983 a French caving expedition created caving history by exploring Cocklebidy Cave to an unprecedented distance of 6.4 kilometres. This record was later broken in 1995, by an Australian named Christopher Brown. He bettered the 1983 record by a mere 20 metres. Cocklebidy cave system is unique in that it extensively penetrates an aquifer that lies 90 metres below the Nullarbor Plain. Within Cocklebidy cave are a number of vast limestone caverns, rock falls and saline subterranean lakes that extend for several hundred metres.

During World War 2 Australian Army engineers attempted to tap water supplies from Cocklebidy's vast underground lakes. All their attempts proved in vain however. Reports from the time indicate that Army Engineers were disappointed to discover that a thin skin of fresh water overlay a much greater volume of highly saline lake waters. Caving in the Cocklebidy area is really only recommended for highly organised and experienced caving groups.

### Facilities and Accommodation

There is not a lot of anything at Cocklebidy except the roadhouse which has the usual array of take-away foods, a licenced restaurant, a bar and pool table. The Wedgetail Inn, where we plan to stop for the night, has a motel and caravan park.

### ***Wedgetail Inn 08- 9039 3462***

Reviews from people who have stayed at the Wedgetail Inn are, as expected, varied between those who should only stay in 5 star establishments and those who expected less due to the remoteness of the establishment. Take it for what it is. Many suggest just simply lying down on something comfortable and viewing the stars as they have never been seen before.



# DETAILED ROAD PLAN

(Proposed Date: Monday 15 September 2014)


## DAY 7 –COCKLEBIDDY TO BALLADONIA



Today's journey between the thriving municipalities of Cocklebidy and Balladonia is an excellent example of the uniqueness and expanse of the Nullarbor. The first 65km ride to Caiguna is initially through Nuytsland Nature Reserve with a few twists and turns. The countryside is mostly gently undulating open grasslands with few trees.


Speedo Reading	Place	GPS	Photograph
0	Cocklebidy	S32 03.751 E126 09.73	
44	Jillbuna Rockhole Rest Area  (On left of highway - not a lot there except a little shade)	S32 10 24.44 E125 40 25.58	







65	<b>Caiguna Roadhouse</b>  (Left hand side of highway)	S32 27.055 E125 48.687	
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***“Don’t ask for water, refusal may offend”.*** CAIGUNA consists of a 24-hour roadhouse, motel and camping area. An airfield is nearby. It is believed that Caiguna was derived from an aboriginal word meaning “spear track”. The traditional owners of the Caiguna area and other western Nullarbor lands are the Ngadju and Mirning peoples. European contact with the area began in 1841 when explorer Edward John Eyre accompanied by John Baxter, an Aboriginal guide named Wylie and two other Aboriginal men passed within 20km of present day Caiguna. On 21 April 1841 tragedy struck when John Baxter was brutally murdered by the two unnamed Aboriginal men and, taking most of the supplies, fled into the desert. Eyre and Wylie walked for another month and eventually reached Thistle Cove near Esperence, where they were rescued by a French whaler crew. There is now a Baxter Memorial, built by the WA Historical Society, on the Baxter Cliffs to the south which is only accessible by 4WD.



### MORNING TEA – Change riders

	<p>NOT A BEND IN SIGHT - Probably the most noteworthy feature of this stretch of the Eyre Highway is the 'Ninety Mile Straight', which starts at Caiguna and shoots in a straight line all the way to about 30km south-east of Balladonia. At 146.6km, this is one of the longest straight stretches of road in the world, but don't expect it to be flat - it may be straight, but it is also surprisingly undulating.</p> <p>There are some trees on leaving Caiguna but the countryside then opens out to grassland. The final 30km into Balladonia is hilly.</p>
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70	<b>Caiguna Blow Hole</b>	 	<p>Well signposted, a short 5km ride west of Caiguna on the right is the Caiguna Blow Hole. Across the Nullarbor, blowholes are formed by chemical and physical weathering processes, which erode the limestone bedrock. The name “blow hole” refers to the fact that these natural features breathe air in and out as high and low pressure systems pass across the Nullarbor. The periodic reversal of airflow is a result of pressure equalization between the underground caverns and the above ground air pressure.</p>
105	<b>Domblegabby Rest Area</b> <p>(Surrounded by low scrub on left hand side of the road near tanks)</p> <p>Toilets Water Table Fireplace</p>	<b>S32 32.119 E125 07.474</b>	

<b>132</b>	<b>Baxter Rest Area</b>  (Secluded amongst trees just off the highway on the left hand side of the road)  Toilets Table Fireplace	<b>S32 35.657</b> <b>E124 78.694</b>	
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### LUNCH – Change Riders

<b>161</b>	<b>Woorlba East Rest Area</b>  (Among the trees behind the parking bay on left hand side of the road)  Table	<b>S32 39.413</b> <b>E124 47.224</b>	
<b>196</b>	<b>Woorlba Rest Area</b>  (Secluded in scrub behind the parking bay on left hand side of road)  Toilets Table Fireplace Shade	<b>S32 43.679</b> <b>E124 10.476</b>	

### AFTERNOON TEA – Change Riders

<b>218</b>	<b>Balladonia Homestead</b>  Just off the highway to the right. It is a remarkable stone building built in 1889 and serves as a reminder of the endurance and initiative of the early settlers. It has been open to the public as an art gallery in the past, but the owners may have recently closed it.	 <p style="text-align: center;">BALLADONIA HOMESTEAD</p>
<b>232</b>	<b>Afghan Rocks</b>  The Afghan Rocks form a small water catchment and were named after a camel driver who was shot by thirsty travellers whilst he was bathing in the only unpolluted pool of water. His grave lies nearby.	

246	Balladonia Roadhouse	S32 27.29 E123 51.58	
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**BALLADONIA HOTEL MOTEL**  
 where Skylab, Eyre and many a weary traveller has rested  
 Email: [info@balladoniahotelmotel.com.au](mailto:info@balladoniahotelmotel.com.au)  
<http://www.balladoniahotelmotel.com.au/service-station.php>  
 Telephone: 08-9039 3453

Balladonia is our last stop before Norseman after the long ride across. Balladonia is an Aboriginal word meaning "big rock by itself". Despite being on the edge of the desert and receiving a miserably low rainfall the area was first settled in 1880. From 1897 to 1929, Balladonia was a station on the Perth-Adelaide telegraph line. The arid climate and lack of suitable water sources restricted the town's development. Balladonia's one great claim to fame came in 1979 when one of the US Skylab's fell to earth in the area. Anyone driving through the area can only wonder at the Skylab's remarkably sophisticated choice of landing place. You could spray the area with space debris and no one would ever be hit or harmed. Amusingly at the time, the local Dundas Shire Council presented NASA with a littering fine, and President Jimmy Carter even rang the Roadhouse to make his apologies. The whole issue was something of a good-natured diplomatic event with Canberra's American Ambassador visiting the region to inspect any damage that may have been done.

The modern day Balladonia has a population ranging between 10 and 20 and it belongs to the Shire of Dundas, which has its shire office in Norseman. It has a modern air-conditioned roadhouse, a pub, motel, backpacker's accommodation, camping area and small museum. Recent travellers reviews for their stopover are generally very positive.

## OVERNIGHT



# DETAILED ROAD PLAN

(Proposed Date: Tuesday 16 September 2014)

## DAY 8 – BALLADONIA TO NORSEMAN






Today is our last day on the Nullarbor as we head for the mining town of Norseman. It is all down hill from here. Actually, that is not too far from the truth. During the afternoon after lunch we descend down through wooded countryside from the Fraser Range for the last 90km into Norseman.



Speedo Reading	Place	GPS	Photograph
0	Balladonia	S32 35.256 E123 61.734	
27	Harms Lake Rest Area  (Sheltered among trees just off highway on right)  Table Shade		
49	Unnamed Rest Area  (Relatively new rest area just off highway to the left with some shade amongst the tree to the back)  Bins No tables?		

A little further on to the right is the turnoff to the Newman's Rocks Rest Area, which is, unfortunately, about a kilometre off the highway on an unsealed road. It has good views but it is not particularly worth the dusty ride into it for morning tea.

### MORNING TEA – Change Riders



<b>82</b>	<b>Mount Pleasant Rest Area</b>  (Secluded in bush just off highway)  Table		
<b>87</b>	<b>Fraser Station Camping Area</b>  (Homestead camping ground 1.5km unsealed off highway to left)  All facilities		 

Fraser Range Station is a working pastoral property that specialises in producing Damara sheep. Originally founded by John and Alexander Forrest on their expedition to Adelaide in 1870, the property was first settled by the Dempster brothers in 1872 making Fraser Range the first station to be founded on the Nullarbor Plain. This station now has a tourism sideline with a variety of accommodation, including single and double rooms, caravan and tent sites. Unfortunately, it does not fit in with our schedule to have an overnight here.

<b>110</b>	<b>Fraser Range Rest Area</b>  (Among a few trees just off the highway to right)  Toilets Tables Fireplace	<b>S32.073177</b> <b>E122.592796</b> or  <b>S 32 04 25</b> <b>E 122 35 36</b>	 
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Described as being Western Nullarbor Plain, the Fraser Range bears very little resemblance to the rest of the Nullarbor Plain. The area is covered by dense hardwood eucalyptus forest composed of blackbutts, salmon gums and gimlets. The trees are substantial, some towering 20 to 30 metres tall with dense undergrowth making vehicle access off cleared tracks impenetrable. A range of granite hills the highest of which is Mt Pleasant 579m rear up out of the forest gums presenting a spectacular monolithic feature.

## LUNCH – Change Riders

111	<b>Ten Mile Rocks Rest Area</b>  (Sheltered amongst trees just off the highway to right)  Toilets Fireplace Tables		 A photograph of the Ten Mile Rocks Rest Area, showing a dirt clearing with several trees and a small building in the background.
144	<b>Lanceley Rest Area</b>  (Just off the highway on the right amongst a few trees)  Table		 Two photographs of the Lanceley Rest Area. The top photo shows a paved road curving to the right with a picnic table and trees. The bottom photo shows a white van parked in a dirt clearing with trees.

## AFTERNOON TEA – Change Riders

184	<b>Jimberlana Rest Area</b>  (At the base of a hill among a few trees behind the parking bay)		 A photograph of the Jimberlana Rest Area, showing a white van parked in a dirt clearing with trees and a hill in the background.
191	<b>Norseman</b>		 A photograph of a 'Welcome to NORSEMAN' sign, which also mentions 'Gold mining town since 1894'.

## OVERNIGHT NORSEMAN



The history of Norseman is very much tied to the Norseman gold mine. Gold mining in the Norseman area began with the chance discovery of gold at nearby Lake Dundas in the 1890s. A gold rush soon began. According to local legend the town of Norseman was named after a horse. The story goes that prospector Laurie Sinclair stopped off to visit his brother on his way to Esperance. He tethered his horse "Hardy Norseman" overnight and in the morning was amazed to discover the horse had pawed up a gold nugget. A rich gold reef was discovered on the already proclaimed Dundas Field and thousands flocked to make their fortune. Today, however, the original Dundas fields lay abandoned.



Since then a statue has been erected in honour of the horse - but not surprisingly it is only cast in bronze! Gold Mining continues to be a major activity with reports that the Norseman fields have produced over 5 million ounces of the precious yellow metal. Norseman was declared a town in 1895 and municipality in 1986. It currently has a population around 1,600 with business, mining and tourism being the backbone of its economy. Norseman sits on an ancient geological plate containing a variety of mineral deposits worth hundreds of millions of dollars. The mainstay of the mining economy is gold mined by Central Norseman Gold which is owned by Croesus Mining N/L. Gold deposits are very rich. Three times as much gold per tonne of ore is extracted from Norseman mines as compared to major mines in Kalgoorlie. There is a very large proven deposit of tantalum in its exploration stage of development. Gypsum is also currently mined.

Norseman has a semi-arid climate with an annual rainfall of about 300mm. Temperature ranges in summer from 15 to the high 30's, early 40's degrees Celsius. Winter ranges from 0 to the low 20's. Despite a low annual rainfall, much of which fall during the summer months, the countryside is quite pleasantly wooded with more than 40 species of Eucalypts and more than 70 species of Acacias, all of which flower. At certain times of the year wildflowers bloom and the countryside abounds with native blossoms. Much of the flora is of unusual interest and the trees and scrubs provide a continuity of colour over many months of each season.

Our accommodation has not been arranged at this stage but it will more than likely be at the Gateway Caravan Park in Prinsep Street.

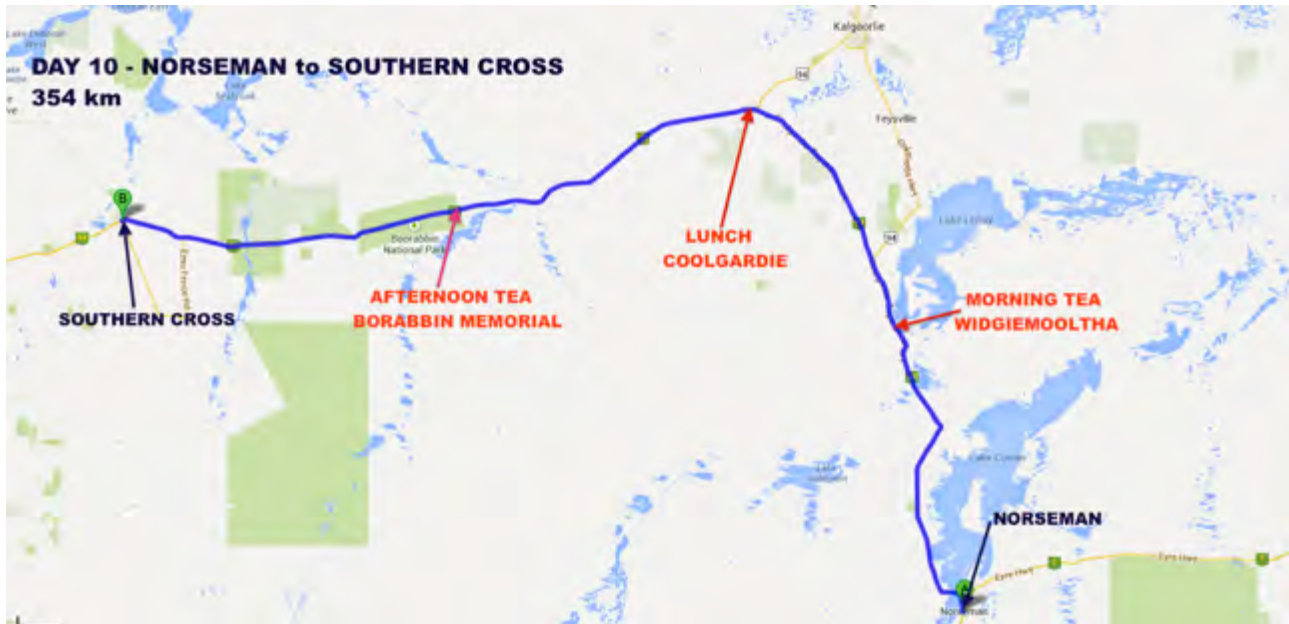
### **DAY 9 – REST DAY NORSEMAN – OVERNIGHT NORSEMAN (Proposed Date: Wednesday 17 September 2014)**

Nothing is planned at this stage for our rest day at Norseman. We will be trying to arrange some sort of community family event in conjunction with the Lions Club or through the Council.



# DETAILED ROAD PLAN




(Proposed Date: Thursday 18 September 2014)

## DAY 10 – NORSEMAN TO SOUTHERN CROSS



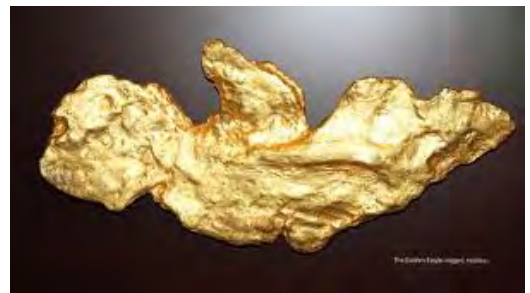
It's an early start today as we have a big day travelling the 354km to Southern Cross. For a change we head north this morning up the Esperance highway to Coolgardie before turning left to our familiar westerly heading. Just out of town we pass several rather spectacular salt pans, the biggest being Lake Cowan. The road is fairly narrow in parts and a little hilly but nothing too steep. The countryside has interesting vegetation with forests of numerous varieties of gum trees.

Speedo Reading	Place	GPS	Photograph
0	Norseman		
15	Lake Cowan Rest Area  (Secluded in bush well off highway)  Mobile Phone Tables Fireplace	32° 06' 4.7" S 121° 41' 38.73" E	
23	Mount Thirsty Rest Area  (Well off the highway amongst trees)  Table Fireplace	32° 02' 27.63" S 121° 40' 43.99" E	

65	<b>Redross Rest Area</b>  (In bush behind truck bay on left)  Table		
91	<b>Widgiemooltha</b>  (On left)	121°34'24"E, 31°29'31"S	 

### MORNING TEA – Change Riders

Widgiemooltha is the site of an abandoned town. Gold was discovered in the area in the 1890s and the town was gazetted in 1897 as “Widgemooltha”. The name is Aboriginal in origin and is thought to be the name of a nearby hill and rock hole. It is also thought to have something to do with the beak of an emu. The area became famous in 1931 when the 16 year old son of Jim Larcombe found the Golden Eagle Nugget, which is the largest ever found in the WA goldfields. It tipped the scales at a whopping 1136 ounces (32.2kg).



The spelling of the town name was amended in 1944 to “Widgiemooltha”. Today, Widgiemooltha has a roadhouse with fuel, food and some accommodation. Not far away is Lake Lefroy, a salt pan lake where land sailors strap themselves into land yachts which can travel up to speeds of 100kph.



<b>106</b>	<b>Wattle Dam Rest Area</b>  (In scrub just off highway behind parking bay)  Dry Weather only Mobile Reception Table		
<b>144</b>	<b>Unnamed Off Road Area</b>  (On left of highway)  Nothing there except it is a place to park if need be		
<b>169</b>	<b>Coolgardie Park Area</b>  (Adjacent to the highway in the middle of town on right)  Mobile Reception Toilets Tables Shade	121°10'9"E, 30°57'6"S	 

## LUNCH – Change Riders

The name Coolgardie is thought to be derived from the aboriginal word "Coolcaby", and is said to be a reference to the area's mulga vegetation and gnammas (A rock hole capable of holding water and formed by weathering). Coolgardie owes its existence to the discovery of gold at nearby Fly Flat in September 1892. According to all accounts the two prospectors credited with the discovery were Arthur Bayley and William Ford. Reports of the time indicate that on 17 September 1892 Bayley hastily reported the discovery of 554 ounces of gold to J.M. Finnerty, the then resident mining warden at Southern Cross. At that time 554 ounces of gold was worth the stupendous sum of 2200 pounds and in accordance with Western Australian mining regulations, Bailey was offered a "reward claim" covering 20 acres of land at Fly Flat. Bayley's reward claim proved to be a very profitable one indeed as it was continually worked until 1963. During the 70 years of its existence this mining claim recovered over 500,000 ounces of the precious yellow metal.

From an historical perspective the Coolgardie gold find proved to be one of immense national significance. During the 1890s eastern Australia was in the grips of a severe depression and fortune seekers flocked to the Coolgardie fields in the hope of a better life. Not all these gold seekers discovered the rich pickings they deserved however, and many died of thirst and water borne diseases such as typhoid. Despite early hardships, within the short space of 10 years Coolgardie's population had mushroomed to 16,000 people.






During its early years Coolgardie served very much as a base for exploring the gold bearing potential of the surrounding red desert country. With the assistance of afghan camel drivers, prospectors often probed deep into the desert searching for ever elusive alluvial gold deposits, and quite typically the afghan "cameleers" would charge prospectors the going rate of a shilling a day to carry essential miner's supplies, and this included the daily ration of a gallon of life preserving water. In time, many of the more bush savvy gold diggers employed local aboriginal guides to lead them to seasonal water holes - often found at the base of granite formations called gnammas. For the early diggers the quest for water was just as important as the discovery of gold – after all there life depended on it. Amusingly, with water in such short supply, the more wealthy gold diggers frequently demonstrated their friendship by shouting their mates a bath, in preference to a beer.

Today Coolgardie continues its long association with the gold industry, and although no longer a major gold field the town does deserve a special place as the "mother of the Western Australian Goldfields." Coolgardie locals also sometimes affectionately refer to the town as "The Old Camp".

The highway west to Perth generally runs parallel with the Mundaring to Kalgoorlie water pipeline, which pipes drinking water drawn from Mundaring Weir near Perth to Kalgoorlie. The Goldfields Water Supply Scheme is a pipeline and dam project, which delivers potable water to communities in Western Australia's Eastern Goldfields particularly Coolgardie and Kalgoorlie. The project was commissioned in 1896 and was completed in 1903.

The pipeline continues to operate today, supplying water to over 100,000 people in over 33,000 households as well as mines, farms and other enterprises. During the early 1890s, thousands of settlers had travelled into the barren and dry desert centre of Western Australia in search of gold, but the existing infrastructure for the supply of water was non-existent and an urgent need arose.

Prior to the scheme, water condensers, reliance on irregular rain and water trains were part of the range of sources. Railway dams were essential for water to supply locomotives to travel to the goldfields<sup>[4]</sup>


<b>225</b>	<b>Yerdani Rest Area</b>  (Secluded well off the highway in the scrub)  Mobile Reception Tables		
<b>246</b>	<b>Boondi Rest Area</b>  (Just off the highway in the scrub)  Tables Fireplace		
<b>257</b>	<b>Boorabbin Memorial Rest Area</b>  (Just off the highway to the left)  Toilets Tables		


			 
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### AFTERNOON TEA – Change Riders

Boorabbin is now a disbanded town. It was originally settled in the 1860s and gazetted as a town 1898. Boorabbin was a significant location on the narrow gauge eastern goldfields railway during the era of steam power. It was halfway between Southern Cross and Coolgardie and the location of a large water tank with a capacity of over five million gallons. It is on the edge of Boorabbin National Park and is near Boorabbin Rocks.

Boorabbin hit the headlines on 30 December 2007 when three truck drivers, Trevor Murley, Lewis Bedford and Robert Taylor, perished as they drove into the path of a bushfire on the Great Eastern Highway after being allowed through a roadblock. Shortly after the fire, three white crosses were erected near the highway at the point where the men died. Three years on, the Department of Environment and Conservation, in consultation with the families of the three men, built a permanent memorial consisting of a granite monument and an information shelter. The memorial is a short walk from a truck bay on the southern side of Great Eastern Highway.

<b>285</b>	<b>Koorarawalyee Rest Area</b>	S31.268591 E120.016388  31° 16' 6.93" S 120° 00' 59" E	
This rest area is on the highway where the open trees and breakaway meet. Around 700m to the west is Koora Retreat Centre, which offers a base camp from which to experience the wilderness and explore desert spirituality. The 24 hour rest area is operated by Main Roads for driver fatigue management. It is well sign posted on the right hand side of the highway and is situated in open eucalyptus woodland with campfires, rubbish bins, two composting toilets and a black water dump for caravans.			

354	Southern Cross	S31.2323294 E119.3310295)	
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## OVERNIGHT SOUTHERN CROSS

Southern Cross was founded by gold prospectors in 1888 and gazetted in 1890. It is named after the Southern Cross constellation and the major streets are named after stars. It is now the major town and administrative centre of the Shire of Yilgarn which covers an area of 30,700 sqkm and has a population of approximately 3,000. At the 2011 census, the town of Southern Cross had a population of 762. Yilgarn is often referred to as the gateway to the wheat belt and goldfields; hence the two major industries in the area are mining and rural. Gold, gypsum, salt and iron ore are mined whilst grain, wool, sheep, cattle and pigs are the focus of the rural industry. The co-existence of mining and agriculture has balanced the Yilgarn economy, with the two activities supplementing and complementing each other through their respective boom and bust cycles.



## Southern Cross Caravan Park

We will be staying overnight at the Southern Cross Caravan Park. Detailed arrangements will be the subject of an Information Circular closer to the start of the event. The park is located on the highway opposite the hospital on the eastern approach to the town centre. The park also includes the Sandalwood Motor Lodge, which has fully equipped motel style rooms. Accommodation is also available in Kurrajong Quarters, which are fully equipped ex mine-site rooms. It has a licenced restaurant that does breakfast and dinner.

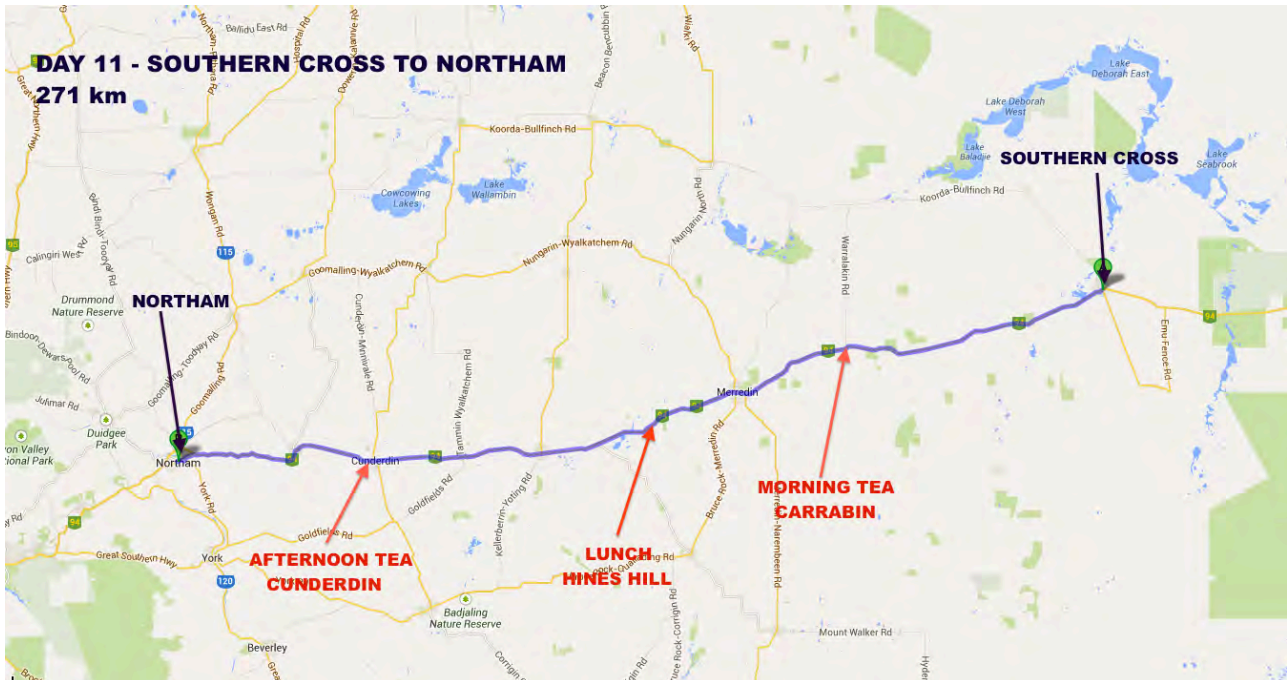
Southern Cross has the usual shops one would expect in a small country town including BP and Caltex roadhouses on the highway further west near the centre of the town.





# DETAILED ROAD PLAN


(Proposed Date: Friday 19 September 2014)

## DAY 11 – SOUTHERN CROSS TO NORTHAM





Today we travel west along the Great Eastern Highway through the central wheat belt country of Western Australia to Northam. Initially, the landscape is typical mallee country consisting of low shrub land with few signs of human activity except for the highway itself. The now familiar pipeline and power line has not gone away as it generally follows alongside the highway. The landscape gradually changes to agricultural, predominately wheat and sheep, with some remnant vegetation, whilst passing through small towns such as Merridin, Kellerberrin, Cunderdin and Meckering.




Speedo Reading	Place	GPS	Photograph
0	Southern Cross	S31.2304520 E119.3331770	
22	Moorine Rock  Hotel General Store	S31.313778 E119.125841	

<b>49</b>	<b>Bodallin Roadhouse</b>	<b>S31.3704400 E118.8561700</b>	
Bodallin has a roadhouse with fuel and food. There is also a large parking area with toilet facilities.			
<b>67</b>	<b>Carrabin Roadhouse</b>	<b>S31.377289 E118.68587</b>	

### MORNING TEA – Change Riders

Carrabin was gazetted as a town in 1912 taking its name from the already existing railway siding located nearby. The Carrabin Roadhouse is a motel-petrol station and its location is exactly half way between Perth and Kalgoorlie.

<b>77</b>	<b>Walgoolan</b>  Large rest areas both sides of the highway	<b>S31.379722 E118.564167</b>	
Originating as a railway siding on the main eastern railway, Walgoolan was gazetted as a town in 1923. The town was a thriving community with five schools, tennis courts, a cricket club, Country Women's Association and Wheat Growers Union. Unfortunately, the Great Depression and a succession of droughts took their toll on the area and by 1940 only one shop remained and the town site was abandoned soon after. By 2010 only 10 families live in the district. A gazebo was erected in the town in 2010 to commemorate the early settlers and launch the book <i>East of the Fence</i> ; the gazebo contains historic photographs and a list of the names of the pioneers.			
<b>86</b>	<b>Burracoppin</b>  Rest area just off the highway  Toilets Tables	<b>S31.3484766 E118.395241</b>	






<p>Burracoppin takes its name from Burracoppin Rock, a nearby granite rock, which had been previously named Burancooping Rock and even before that in 1836, it was called Lansdowne Hill. It is an aboriginal name said to mean “near a big hill”. Burracoppin is the setting for <i>Mr Jelly’s Business</i> by Arthur W. Upfield, one in the series of Napoleon Bonaparte whodunits. Burracoppin is also the site where the first rabbit proof fence was started in 1901, with construction heading south to Esperance and north towards Port Hedland. Burracoppin was the main depot for the fence. All gates through the fence and wells for the fence runners (those who look after the fence) were numbered from this town. Parts of the original fence are still viewable in Burracoppin along with some of the original gates.</p>			
<b>108</b>	<p><b>Merridin</b></p> <p>Well off the highway on the main street</p> <p>Toilets Tables</p>	<p><b>S31 28.914</b> <b>E118 16.494</b></p>	
<p>Merredin is a regional base for a range of Government agencies and services. It is an area with high employment and extensive community involvement. The region is known for agriculture; approximately 40% of Western Australia’s wheat production comes from a 100km radius around Merredin. Sheep farming is also popular in the region, along with production of many grains other than wheat.</p> <p>Weather conditions in Merredin are well suited for aviation pursuits. The Merredin Aerodrome is owned and operated by China Southern West Australian Flying College Pty Ltd, which specialises in training airline pilots from raw recruits with no flying experience to multi-engine instrument rated jet first officers. The College was established in 1993 to train airline cadets for China Southern Airlines. It also operates from Jandakot Airport just outside Perth.</p>			
<b>120</b>	<p><b>Nangeenan</b></p> <p>Parking area off to the right side of highway</p>	<p><b>S31.51478</b> <b>E118.16644</b></p>	
<b>129</b>	<p><b>Hines Hill</b></p>		



### LUNCH – Change Riders

Hines Hill has a tavern and roadhouse and one of the first privately owned weighbridges in Western Australia is located close to the town. The town site was named after the original railway siding and was gazetted in 1910. There is hill nearby of the same name and is thought to have been named after a Jack Hines, who was sandalwood collector.

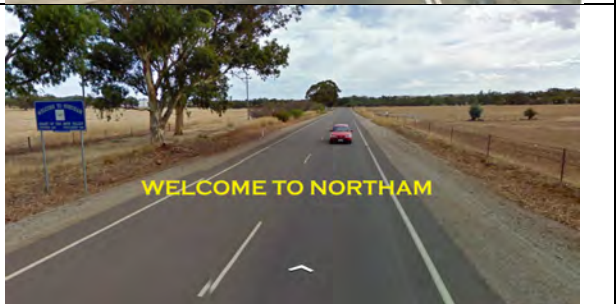


The town made the headlines during the night of 14 January 1996. Two trains crashed after entering a crossing loop simultaneously in opposing directions. The trains involved were the National Rail Corporation's Sydney to Perth freighter and Westrail's Perth to Kalgoorlie freighter. Two wagons of the Westrail train contained diesel and burst into flames. A driver and a guest passenger were killed and another person received severe injuries.

<b>140</b>	<b>Baandee</b>  Parking area off to the right side of highway	<b>S31.712703 E117.802878</b>	
<b>150</b>	<b>Doodlakine</b>  Small township off to the right side of highway	<b>S31.60963 E117.87416</b>	
<b>165</b>	<b>Kellerberrin</b>  Park with toilet adjacent to the highway on the right in the middle of the town	<b>S31.62762 E117.71236</b>	
<p><b>NOTE: The Kellerberrin show is on 20 September, the day after we pass through town</b></p> <p>The Kellerberrin economy is based on wheat and sheep and, being in the centre of the wheat belt region, the manufacturing of wheat bins, augers, grain silos and trailers. Like most areas of WA, the Kellerberrin district abounds with wildflowers during spring and a number of large nature reserves and corridors in the area are helping to preserve wildlife in its original state.</p>			
<b>178</b>	<b>Bungulla</b>  Park Bay on the right side of the highway	<b>S31.72693 S117.4195</b>	
<b>189</b>	<b>Tammin</b>  Large roadhouse & parking bay on right	<b>S31.64273 E117.48826</b>	

<b>212</b>	<b>Cunderdin</b>  Park adjacent to the highway near the museum and opposite the Ettamogah Pub	<b>S31.65195 E117.23178</b>	
<p>The economy of Cunderdin is primarily agricultural. There is an agricultural college 3 km north of the town; it is one of the six campuses of the Western Australia College of Agriculture. There are approximately 110 students supported by 50 staff and their families.</p> <p>Cunderdin Airstrip is situated next to the agriculture college. It was built early in the Second World War as a base for the RAAF flying school and bomber base.</p>			

### AFTERNOON TEA – Change Riders

<b>236</b>	<b>Meckering</b>  Park adjacent to the highway on left near the earthquake display site opposite the Shell Service Station	<b>S31.62536 E117.00589</b>	
<b>271</b>	<b>Northam</b>	<b>S31 38.642 E116 41.927</b>	

### OVERNIGHT

The area around Northam was first explored in 1830. It was subsequently founded and named, most likely after a town of the same name in Devon, England, in 1833 by Governor Stirling. Almost immediately it became a point of departure for explorers and settlers who were interested in the lands, which lay to the east. This initial importance declined with the growing importance of the other nearby towns of York and Beverley but the arrival of the railway made Northam the major departure point for fossickers and miners who headed east towards the goldfields

Northam was the focus of nationwide media attention in 2009 after police arrested and detained a 12 year old Aboriginal boy on charges of receiving stolen goods after he had been given a freddo frog, a small chocolate snack, which had been stolen from a shop. After missing a court date in connection with the matter, the boy, who had no previous convictions, had been arrested and held for several hours in a police cell. The boy's lawyer, Peter Collins from the Aboriginal Legal Service, suggested that the same action would not have been taken

against a "non-Aboriginal kid from an affluent Perth suburb with professional parents". The police denied this, and said the boy had come to their attention in the past. The charges were subsequently dropped, and an order for legal costs of \$1000.00 was made in the boy's favour.

A severe thunderstorm lashed the town and surrounding areas on 27 January 2011 resulting in roofs being ripped off, trees being uprooted and power lines being brought down. About 50 houses were damaged in the town as a result of the storm but no injuries were reported.

The town and hinterland of Northam are located in the *Avon Valley*, so named after the river the Avon River. It has been periodically flooded, and man-made banks protect the town from inundation. The *Avon* is a name commonly used by organisations, newspapers and sporting groups.

Northam has a number of tourist attractions, including hot air ballooning, wineries, cafes, restaurants, museums, hotels and resorts. It is the birthplace of some well-known people including Edward Lindsay Barr, a Rhodes scholar; Kim Beazley, a Federal politician; Carmen Lawrence, ex WA premier; Geoff Marsh, an Australian cricketer and Hugo Throssell, a controversial Victoria Cross winner.

### **DAY 12 – REST DAY NORTHAM (Proposed Date: Saturday 20 September 2014)**

At this stage, nothing has been planned for the Saturday rest day in Northam. There is a group of ladies from Esperance who are very supportive of what we are doing. They are planning come up to Northam and support us in some way, during that day. We will also be trying to gain support from the local Council and community organisations.

