



The Oodnadatta Track Trip

The Journey



The Oodnadatta Track.

The Oodnadatta Track is an unsealed 617 km outback track in the Australian state of South Australia, it goes from Marree in the southeast to Marla in the northwest via Oodnadatta. The track travels along the edges of the Great Artesian Basin, the Oodnadatta Track Basin pushes water to the surface, creating springs along the way, it attracts birds and wildlife.

The explorer Benjamin Babbage noticed aboriginal people travelling north west from South Australia, in 1858 he found a spring with green vegetation around it and published his findings. Then other explorers like Warburton and Stuart followed using the springs to explore the arid interior of Australia.

The string of springs following the track made it possible for John McDouall Stuart to complete the first crossing of Australia's interior from south to north in 1862. Later the overland telegraph line was laid up to Alice Springs and on to Darwin.

When it rains in Queensland the water from the rivers flow southwest to Lake Eyre which is the lowest point in Australia some 12 to 15 metres below sea level.

The surface level water may take 3 to 4 months to reach Lake Eyre (the lowest point), the below ground water may take 2000 yrs to travel from Queensland to the Great Artesian Basin.

The Equipment.

My vehicle is a Toyota pop top camper with dual 90 litre fuel tanks and a 50 litre water tank.

The vehicle can sleep four people with the roof extended, it has a cooker, sink, fridge and storage cupboards for food utensils and clothing.

The vehicle has a 150 watt solar panel and a 2000 watt inverter for 240 volt power, it also has dual batteries so as to keep the fridge going day and night.

I have recovery equipment consisting of a snatch strap, high lift jack, Max trax, long handled shovel and an exhaust air jack.

Safety equipment is a first aid kit, fire blanket, two fire extinguishers, one at the front and one at the back, a satellite phone and UHF radio.



Marree/ Hergott Springs

Marree is a small settlement in outback South Australia about 685 km north of Adelaide, the Oodnadatta Track and the Birdsville Track start here.

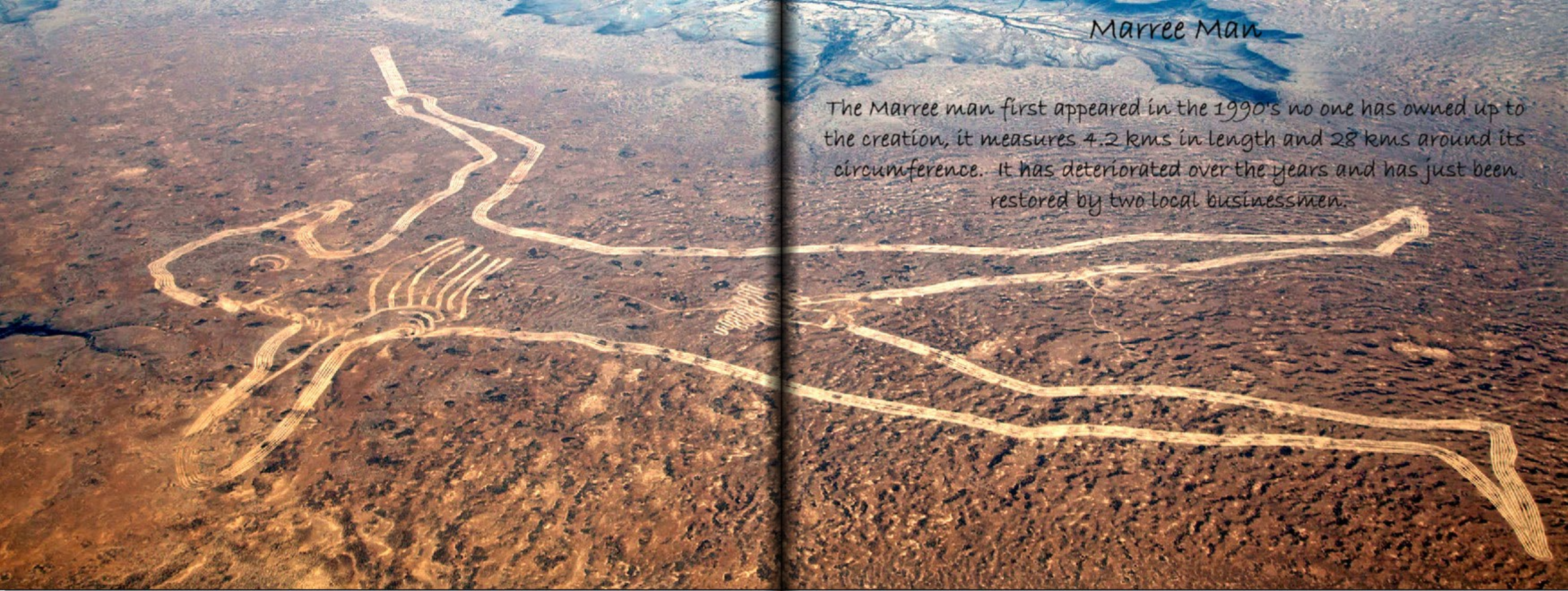
Hergott Springs was established in 1872 for the maintenance workers on the Overland Telegraph Line. Around that time Afghan camel drivers established a base at the settlement from which they took supplies to Oodnadatta, Birdsville and Alice Springs. The Afghan cameleers and their families settled in their own Ghantown within Marree, the first mosque in Australia was built in Marree by the Afghans.

The railway was extended to Hergott Springs in 1882. The town continued to be called Hergott Springs until 1918 when, with anti-German feeling still running strong after World War I, the railway station sign and the post office were both changed to Marree. Marree is said to be an Arabunna Aboriginal word meaning place of possums which is strange because the area is not known for its possums.



Marree Man

The Marree man first appeared in the 1990's no one has owned up to the creation, it measures 4.2 kms in length and 28 kms around its circumference. It has deteriorated over the years and has just been restored by two local businessmen.





The Old Qhan

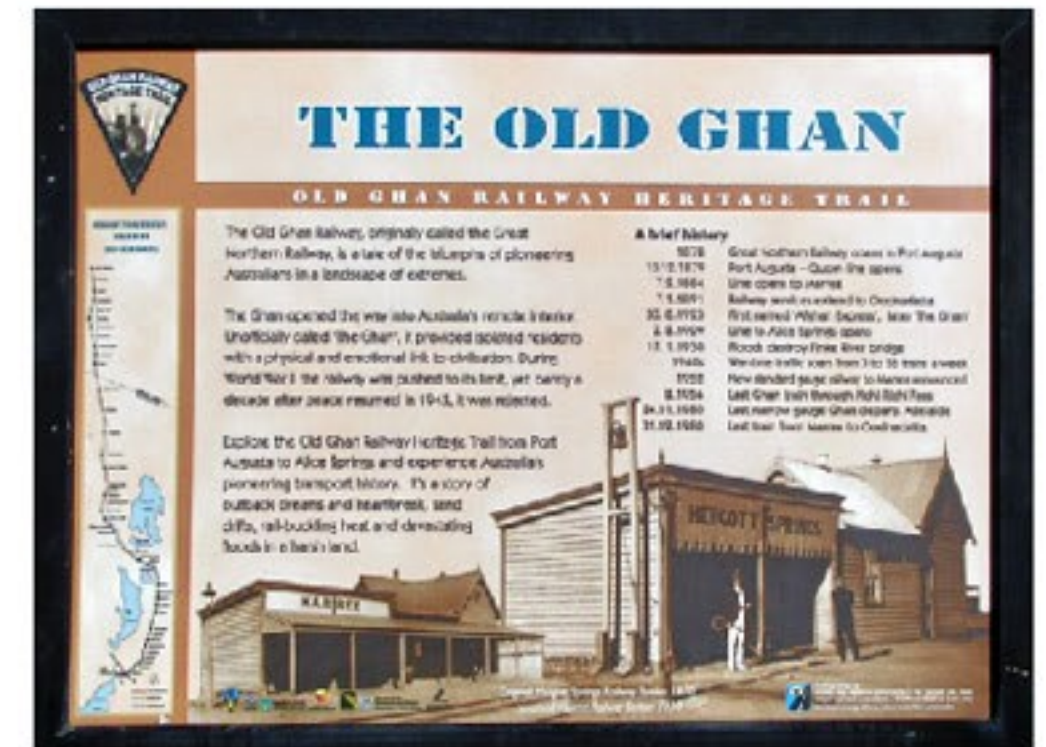
The Old Ghan railway ran from Adelaide to Farina and was extended to Marree where the rail track changed from narrow gauge to standard gauge.

Left; The old diesel Ghan engines

Top left; History of the Ghan.

Top right; Marree railway station

Bottom Right; The story of Marree / Hergott Springs.





Marree was serviced by camels and cameleers bringing goods to Marree. Later the camels were replaced by the railway and motor vehicles. Marree is the gateway to the Birdsville and Oodnadatta Tracks and has fuel and food supplies.

Top left; The Tom Kruse Royal Mail run truck.

Bottom Left; The Marree races.



Bottom right; Camel Memorial

The Cameliers Mosque



هذه حديقة تذكارية
 THIS IS A MEMORIAL PARK
 DEDICATED TO THE MEMORY OF THE
 ENGINEERING MUSLIM CAMELEERS AND FAMILIES OF
 HERGOTT SPRINGS (MARREE)
 "MAY YOU ENJOY ITS PEACE AND TRANQUILITY"
 Please Observe The Requirements Upon Entering
 The Mosque.
 CHILDREN NOT PERMITTED TO PLAY IN THIS AREA.
 (To Visit Upon Adult Supervision Only)
 PLEASE: NO PAPERS, DRINKS OR FOOD TAKEN IN

The Marree township map painting.

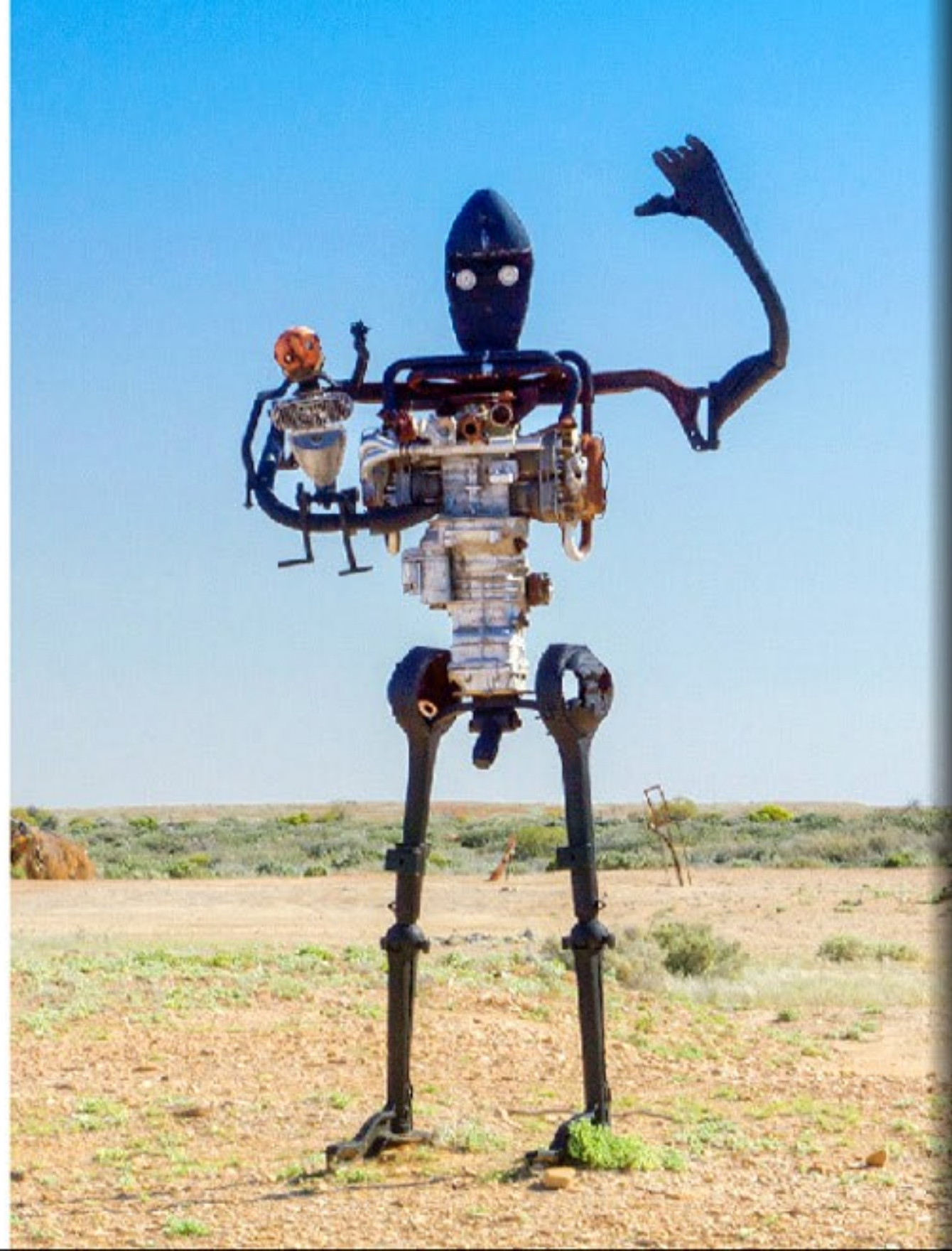


Alberrie Creek

Alberrie Creek was once a railway siding on the old Ghan railway line 30km west of Marree on the Oodnadatta Track.

Mutonia Sculpture Park was a project by Robin Cook, a mechanic from Victoria and now artist, his creations are a collection of larger than life outdoor exhibits. The project started in 1997 and each winter he returns to add a new work of art, pieces are created from recycled rubbish and usually created in Victoria and trucked in for installation.

One of the first is the 'Plane Henge', the crafted work made from a couple of Beechcraft Baron light aircrafts, that are bolted upright with their tails wedged into the ground.





Lake Eyre South

Lake Eyre is the lowest point in Australia around 12 to 15 metres below sea level. It is for most of the year a dry saltlake, but when the floodwaters from Queensland arrive to Lake Eyre north water flows into lake Eyre south via the Goyders channel.

Left Top; Lake Eyre sign.

Right Top; Lake Eyre basin map.

Right Bottom; Adam Plate sign.



Lake Eyre South with water





Oodnadatta Track

The many surfaces of the Oodnadatta Track in outback South Australia. The Oodnadatta Track has signs at the start and along the track warning travellers of the road conditions and closures.

Page Left; A road train on the Oodnadatta Track.

Top Left; Yellow dirt on the Oodnadatta Track.

Right Top; Rain on the Oodnadatta Track.

Bottom right; Red dirt on the Oodnadatta Track.





Curdimurka

The Curdimurka railway siding was built in 1888 and is the most intact siding on the Oodnadatta Track, it was home to many fettlers who maintained the railway line between Marree and William Creek.

During 1943-1944 a Kennicotte lime soda water softening plant was installed to treat the mineralised water found locally.

Curdimurka has been restored by members of the Ghan Railway Preservation Society. In an effort to raise the finance for this project a ball is organised every two years. The first ball in 1986 was attended by just a hundred people. Ten years later the ball attracted several thousand men and women from all over Australia and even some from overseas.

Curdimurka is now fenced off to prevent the graffiti and vandalism that is caused by people who want to leave their mark at these iconic locations out bush. It is hard to understand why you would carry spray paint in your vehicle out bush when the space would be better taken up with supplies for your survival.





Curdimurka

Left; The Kennicotte water treatment plant.

Top Left; Storage sheds.

Top Right; The warped railway track, due to the floods

Bottom Right; John Stuart memorial.






Stuart Creek Crossing

The railway bridge was constructed over Stuart Creek to allow the Ghan railway train to cross the creek during the wet.

Top left; Water in Stuart Creek.

Bottom right; The old Ghan going through the floods.

Bottom Left; Ghan history.



THE OLD GHAN

OLD GHAN RAILWAY HERITAGE TRAIL

The Old Ghan Railway, originally called the Great Northern Railway, is a tale of the triumphs of pioneering Australians in a landscape of extremes.

the Ghan opened the way into Australia's remote interior. Unofficially called 'the Ghan', it provided isolated residents with a physical and emotional link to civilisation. During World War II the railway was pushed to its limit, yet barely a decade after being reassured by the war, it was closed.

Explore the Old Ghan Railway Heritage Trail from Port Augusta to Alice Springs and experience Australia's pioneering transport history. It's a story of nature's dramatic landscape, road skills, rail technology and something that's a little bit different.

A brief history

1871	Great Northern Railway opens in Port Augusta
1872-1879	Port Augusta - Ghan line opens
1884	Line opens to Marree
1891	Railway services extend to Oodnadatta
1892	Line named 'Alice Springs Express', later 'The Ghan'
1896	Line to Alice Springs opens
1900	Floods destroy Finke River bridge
1901	War time traffic soars from 8 to 55 trains a week
1902	Low standard gauge railways to Alice Springs announced
1904-1906	Old Ghan line through Finke River Pass
1907-1908	New narrow gauge Ghan line built
1908-1909	Old Ghan line closed



Stuart Creek railway crossing





The Bubbler

The Bubbler is one of many springs along the Oodnadatta Track. The pressure of the water underground in the Great Artesian Basin gets too great and breaks the ground to form a spring. The mounds are formed by sediment coming to the surface from underground.

Left top; The Bubbler spring.

Bottom Left; The green landscape created by the Bubbler water.

Bottom right; The arid landscape on the other side of the Bubbler.



Water under pressure – breaks through

Water pushing up from the Great Artesian Basin finds cracks in the earth's surface and breaks through as springs. Some springs deposit salts and sediments, wind-blown dust is added, and over time mounds are formed.



Have a look across to Hamilton Hill 'Wabma Kadarbu'. It is an extinct mound spring, formed perhaps a million years ago when water pressures were much greater.



The Great Artesian Basin and its Springs

- The Basin lies under nearly one fifth of Australia
- It's up to 3km deep in places
- It has been a drainage basin for over 100 million years
- Most water enters the basin in Queensland as rain, over 1,000km away
- The water 'springing' here from the Basin can be up to 2 million years old

Regional Location of Mound Springs in Northern South Australia



Why does the road travel this way?

Blanche Cup

The Blanche Cup is one of many springs along the Oodnadatta Track. The pressure of the water underground in the Great Artesian Basin gets too great and breaks the ground to form a spring. The mounds are formed by sediment coming to the surface from underground.

Right top; The Blanche Cup mound.

Bottom Left; The green landscape around Blanche Cup spring.

Bottom right; Blanche Cup walkway.



COWARD SPRINGS

OLD GHAN RAILWAY HERITAGE TRAIL

Coward Springs Railway Siding was named after the mound spring about one kilometre from here. Indigenous people knew the spring as Pitha Kalti Kalti. When Peter Egerton Warbuton's exploration party came across the spring in 1858 it was named after one of the party, Corporal Thomas Coward.

In 1887 an artesian bore was sunk here in preparation for the coming railway. The siding opened for traffic in 1888. The line was right where you are now standing.

Coward Springs became a busy settlement for many years. The train pictured here would have been met by Afghan cameleers and their camel teams waiting to load and transport goods to pastoral stations in the west and the goldfields at Tarcoola.

However what made Coward Springs popular to both railway employees and passengers were two well-known attractions - the pub and the pool.

Coward Springs Hotel was demolished in 1965 after being licensed for 66 years (1887-1953).

The pool is still here. The corroded bore that created the old pool has been rehabilitated. But where you can now soak in the warm mineral waters of the 'natural spa', people have been bathing since the Old Ghan railway first started running.

'Y class' loco 1900: the photo was taken close to where you are now standing and looking to the right. You can see the fettlers' cottages on the left and the station building on the right.

Image courtesy of the State Library of South Australia. SLSA: PRG 327/15/1/54



Coward Springs

Coward Springs Campground was a station on the old Ghan railway line. The site was constructed in 1888 and abandoned before the line was closed in 1980. Greg Emmett and Prue Coulls purchased Coward Springs in 1991 and have restored the place.

Top left; Ghan engine drivers house.

Top Right; Hot springs pool.

Bottom Right; Building.





Beresford Siding

The Beresford railway siding is along the Ghan railway line, it had a giant Kennicotte water softener to filter water for the steam engine.

Just over the hill is a large dam that was built to supply water to the train but now used as a watering hole for cattle, corellas, galahs, ducks, top-knot pigeons, eagles and crows.

Top left; The Kennicotte lime soda water softening plant.

Top right; The water filler for the train.

Bottom left; The valve for the bore.

Beresford railway siding accommodation



Strangways Springs

Strangways was the site of the first homestead on the pastoral property of the same name (it's now called 'Anna Creek' and is the biggest pastoral station in the world).

Strangways was sold to the South Australian government in 1870, and became a repeater station on the Overland Telegraph Line.

Strangways was selected as it was next to a mound spring, as you can see from the map it became a small town but the mound spring is now dry. The station was closed down in 1896 and moved to William Creek.



Strangways Springs/Pangki Warrunha

Strangways Springs is one of many clusters of mound springs in the Far North of South Australia.

Mound springs are natural outlets for the underground waters of the Great Artesian Basin and many thousands occur around the margins of the Basin in Queensland, north western New South Wales and northern South Australia.

Many, but not all, of the springs have the characteristic mound which has given them their common name. The mounds are composed of

precipitates and sediments from the spring waters as well as wind blown surface material.

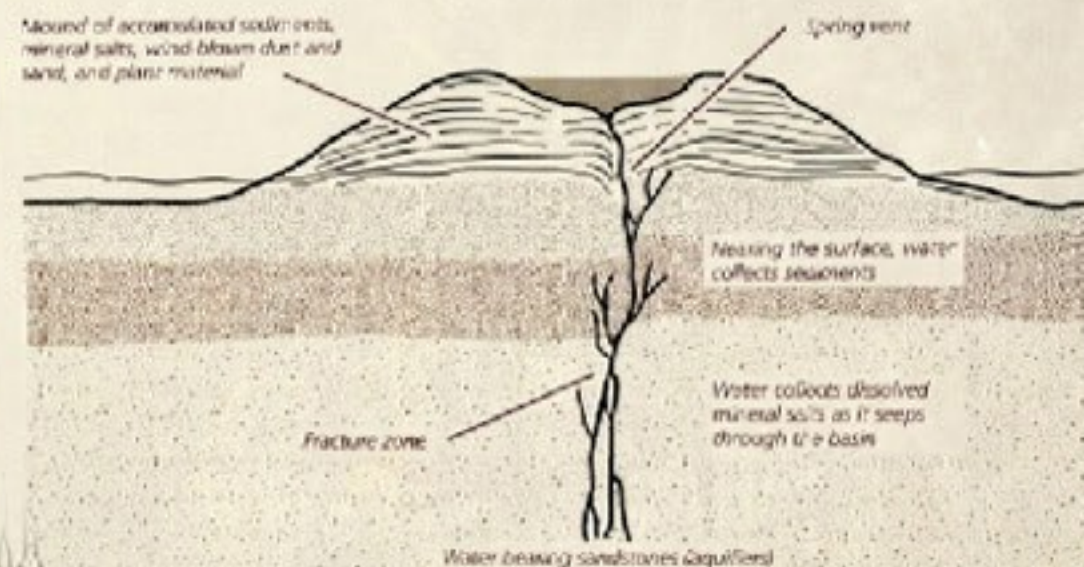
Spring activity varies greatly, with flows ranging from seepages up to a maximum of around 14 million litres per day from one of the springs at Dalhousie north east of Oodnadatta.

Many of the springs around Strangways (and elsewhere) have stopped flowing, a process which has been hastened since European settlement by the sinking of numerous artesian bores.

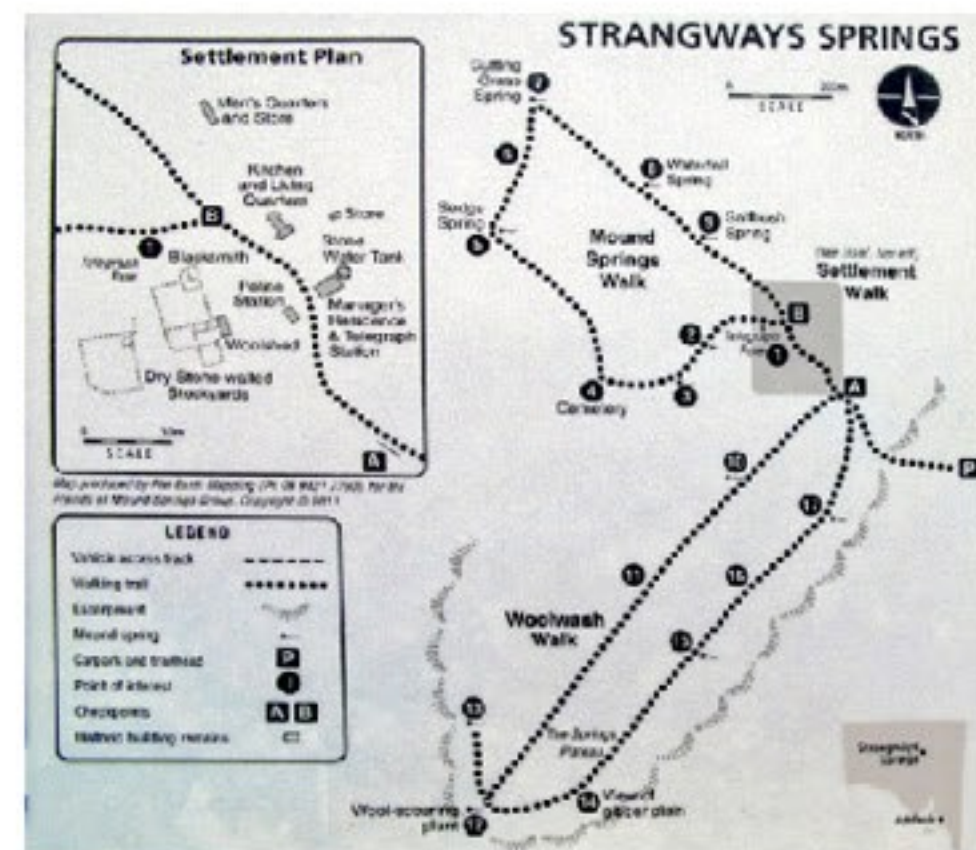
Protection and conservation of this area has been made possible by the co-operative efforts of S Kidman & Co, the Arabana community, the Australian Government, the South Australian Department of Environment, Water and Natural Resources, Dr Luise Hercus and the community group Friends of Mound Springs.



Great Artesian Basin showing principal areas of mound spring activity



Water bearing sandstones (aquifers)





Strangways Fauna n Flora

This area is part of Anna Creek Station, but has been fenced off to preserve the rare flora and fauna that grows out here.

Top left; Shrubby Pigface.

Bottom left; Fenced off area to protect the plants.

Top Right; Flora.

Strangways Springs—fauna and flora

Having evolved within a desert environment the wetlands of the mound springs have a unique and nationally important range of native plants and animals, and Strangways Springs are no exception.

Strangways includes a large number of mounds, many of which have ceased to flow due, in part, to the sinking of bores in the Great Artesian Basin. However, many springs still support wetland communities. These active springs vary in size, age and flow rate, and have a diverse array of vegetation. Thirteen aquatic plant species have been recorded, including cutting grass (*Gahnia trifida*), which is of particular interest as it is normally associated with wetland areas hundreds of kilometres to the south.

In addition, there are other native plants not directly associated with the spring waters, the most noteworthy being a threatened species known as the shrubby pigface (*Hemichroa mesembryanthemum*), which is now being protected and monitored.

The fauna of the Strangways springs include four species of invertebrates found only in the mound springs area, and one fish species, the Lake Eyre Hardyhead (*Craterocephalus eyresii*). The conservation of these species is a high priority.

For the first two or three decades of pastoral activity at Strangways the springs' flora and fauna remained relatively unmodified.

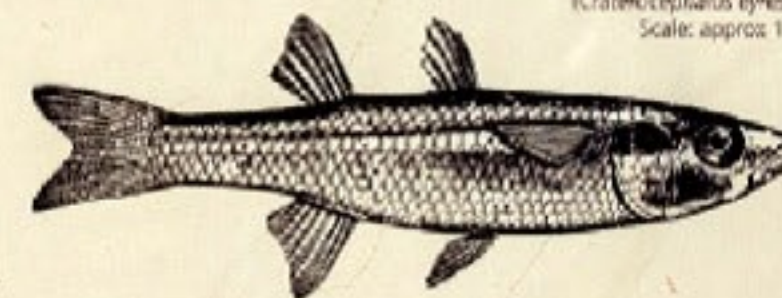
Conscious of the need to protect the water resource and to prevent stock being bogged, the early pastoralists fenced off many of the key springs.



Gahnia trifida

After bores were sunk to tap the vast underground water resources of the Great Artesian Basin the importance of the mound springs for stock watering diminished, and the protective fencing was allowed to fall into disrepair.

A long period of degradation by stock and other animals followed, and more recently off-road vehicles have added to the damage. In the mid 1990s the majority of the springs at Strangways were fenced by pastoral lessees S Kidman and Co. The program of protective works at Strangways represents a further step in the conservation of the features of the Lake Eyre Basin.



Central Australian Hardyhead
(*Craterocephalus eyresii*)
Scale: approx 1:7

Arabana people

Photo: State Library of South Australia



Strangways Springs have been, and still are important to the Arabana people both physically and spiritually.

Physically the springs were an unfailing reserve of water in the frequent dry times, although Aboriginal people did prefer the less saline water from rock holes, soaks and creek lines when available.

Archaeological material such as grinding stone fragments, flakes, chips, cores, hearthstones and animal bones are very common around Strangways and most other mound springs, providing abundant evidence of long Aboriginal occupation.

Spiritually Strangways has been an important mythological site. Until European exploration it was known as Pangki Warrunha which means 'White Ribs', a reference to the white banding that occurs on a number of the springs.

The myth relating to this site refers to the two ancestral Snakes Kurkari (Green Snake) and Yurkunangu (Red-bellied Black Snake). Yurkunangu had come from Kulatanha (Kurlarta) Springs in the Northern Territory, while Kurkari came from Aritunda (Erdunda), also in the Northern Territory.

The Snakes are involved in the creation of the mound springs and other natural landmarks and together they journey great distances, and have many adventures on the way. They camp overnight at Strangways and waking in the morning they say: 'Eh, old fellow my friend, our ribs have turned white! It's because we have travelled such a long way!' The snakes continue their journey south to Yarra Wurta cliff at the northern end of Lake Torrens before returning to their final resting place at Margaret Springs 21 km south of Strangways.

The Snake mythology extends from the Northern Territory to South Australia, linking the Lower Southern Aranda, Arabana, and Kuyani people who lived here before European occupation.

European settlement quickly followed exploration and Arabana people were dispossessed. Cattle grazing and drought impacted heavily on traditional food sources and many Arabana moved for rations and employment to the various major centres - Strangways, Anna Creek, Wood Duck, the Peake, Cootanoorina, Wandilina (near Mt. Dutton), Oodnadatta and Finnis Springs. Others camped near railway sidings living in semi-traditional fashion.

An influenza epidemic in 1919 wiped out whole families and even whole groups, particularly those camped by the railway lines. The majority of remaining Arabana live in localities such as Marree and Pt. Augusta.





Irrapatana

Irrapatana is another Ghan railway siding on the Oodnadatta Track in South Australia.

Top left; An old abandoned car rusting away.

Bottom Left; Old ruins at Irrapatana.

Bottom right; Old ruins at Irrapatana.



Lake Eyre / Kati Thanda North

Lake Eyre / Kati Thanda is a large salt lake in central South Australia, with a total area of 4,281 square miles (11,088 square km). It lies in the southwestern corner of the Great Artesian Basin,

Normally dry, but some years the floodwater from Queensland and the Northern Territory rivers fill the lake. The lake is the lowest point on the Australian continent about 50 feet (15 metres) below sea level.

Lake Eyre has two sections, Lake Eyre North and Lake Eyre South which are joined by the narrow 15 km long Goyder Channel.

Lake Eyre was first sighted by English explorer Edward John Eyre in 1840, after whom it was named.



Lake Eyre/Katī Thanda North

Left; A map showing Lake Eyre / Katī Thanda north and south.

Top Right; Entering Lake Eyre / Katī Thanda National Park from William Creek.

Bottom Left; Warning sign.

Bottom Right; The Grossmuellers left William Creek Hotel to travel 65 km to Lake Eyre, they made it, but got bogged at the lake. After 2 days of trying to get the vehicle unbogged they gave up and decided to walk back to William Creek, Caroline died from the heat.





Halligan Bay

It is 60km from William Creek to Halligan Bay, the track is sandy, corrugated and muddy with some water crossings. Some years the track is so wet the track is closed.

Top Left; The 60km track to Haligan Bay

Bottom Left; The remains of a plant in the salt. The salt on the lake can be up to 18 inches thick.



Bottom right; Sunrise

Sunrise at Lake Eyre



The night sky at Lake Eyre / Kati Thanda





Halligan Bay

Windsurfing on Lake Eyre / Kati Thanda. You have to be careful as it is hard to see where you are because of the reflections.

Left; Me having a go.

Top right; Reflections.

Right; People on the shore watching and filming.



Sunrise at Lake Eyre /Kati Thanda



Lake Eyre /Kati Thanda from the air



William Creek

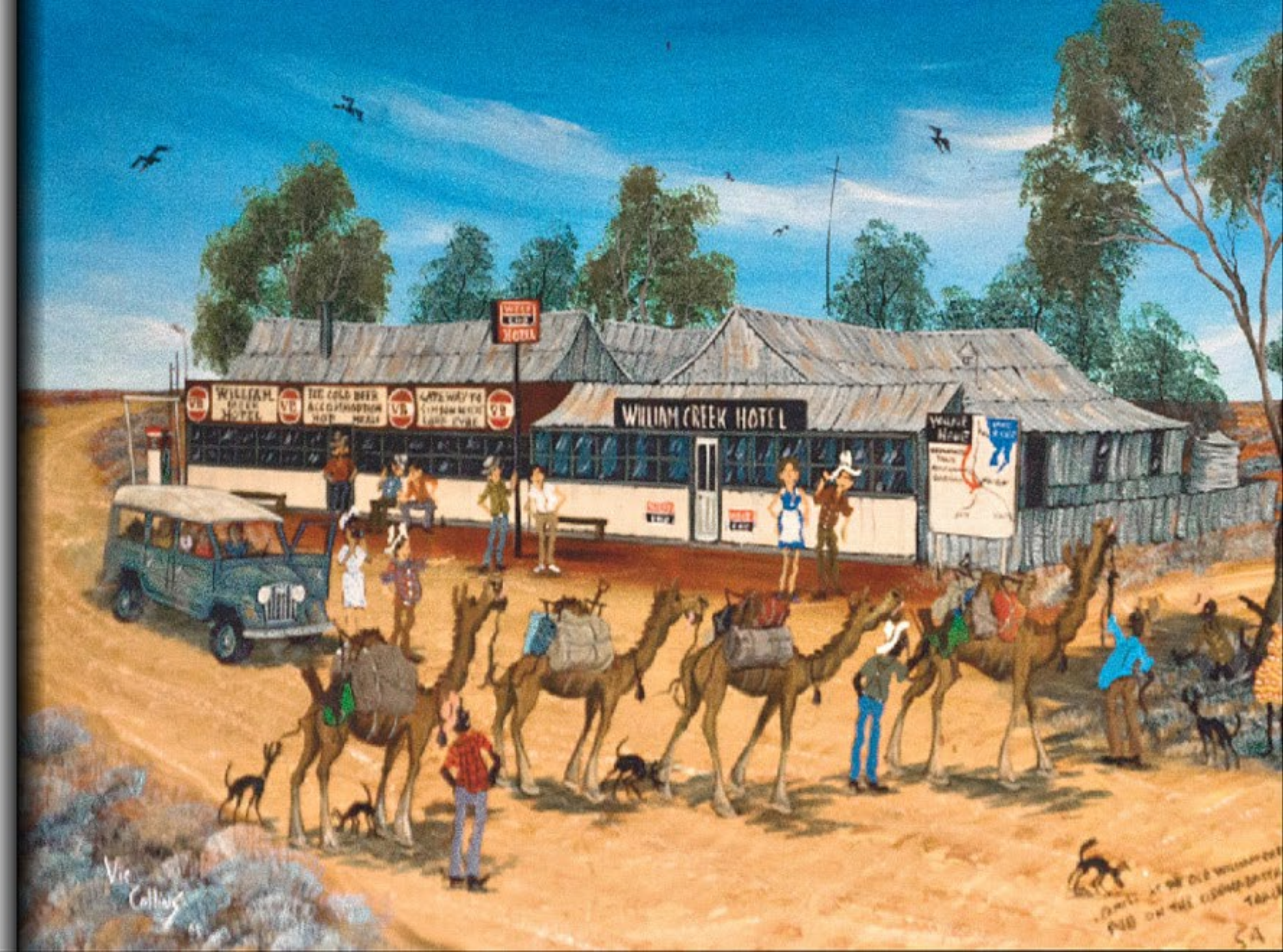
William Creek is on the Oodnadatta Track, 210 kilometres north west of Marree and 166 kilometres east of Coober Pedy in South Australia, the town has a population of 16. William Creek is the only fuel station between Marree, Coober Pedy and Oodnadatta on the Oodnadatta Track.

William Creek has some space junk in Memorial Park that has been collected over the years from the launches from Woomera Rocket Range.

Wrights Air operates scenic flights over Lake Eyre, Anna Creek Station and the Painted Desert. If the track to Haligan Bay is closed, a flight is worth doing.

Just south of William Creek is the Halligan's Bay 4WD Track that leads out to the edge of Lake Eyre North where you can camp, this is a very exposed place, but does have a toilet, most people choose to stay back in town where there is a caravan park with facilities out the back of the William Creek Hotel.

Top Right; An old painting of the William Creek Hotel.





William Creek Hotel

William Creek is home to the historical William Creek Hotel (circa 1935) it was the old railway siding on the original Ghan railway line.

Top left; The bar which came from the old hotel at Coward Springs.

Bottom left; The William Creek Hotel.

Top Right; The dining room.



Memorial Park

William Creek is part of Anna Creek Station, Memorial park has space junk collected from the outback.

Top left; Space junk.

Right; Distance to other locations.



WILLIAM CREEK

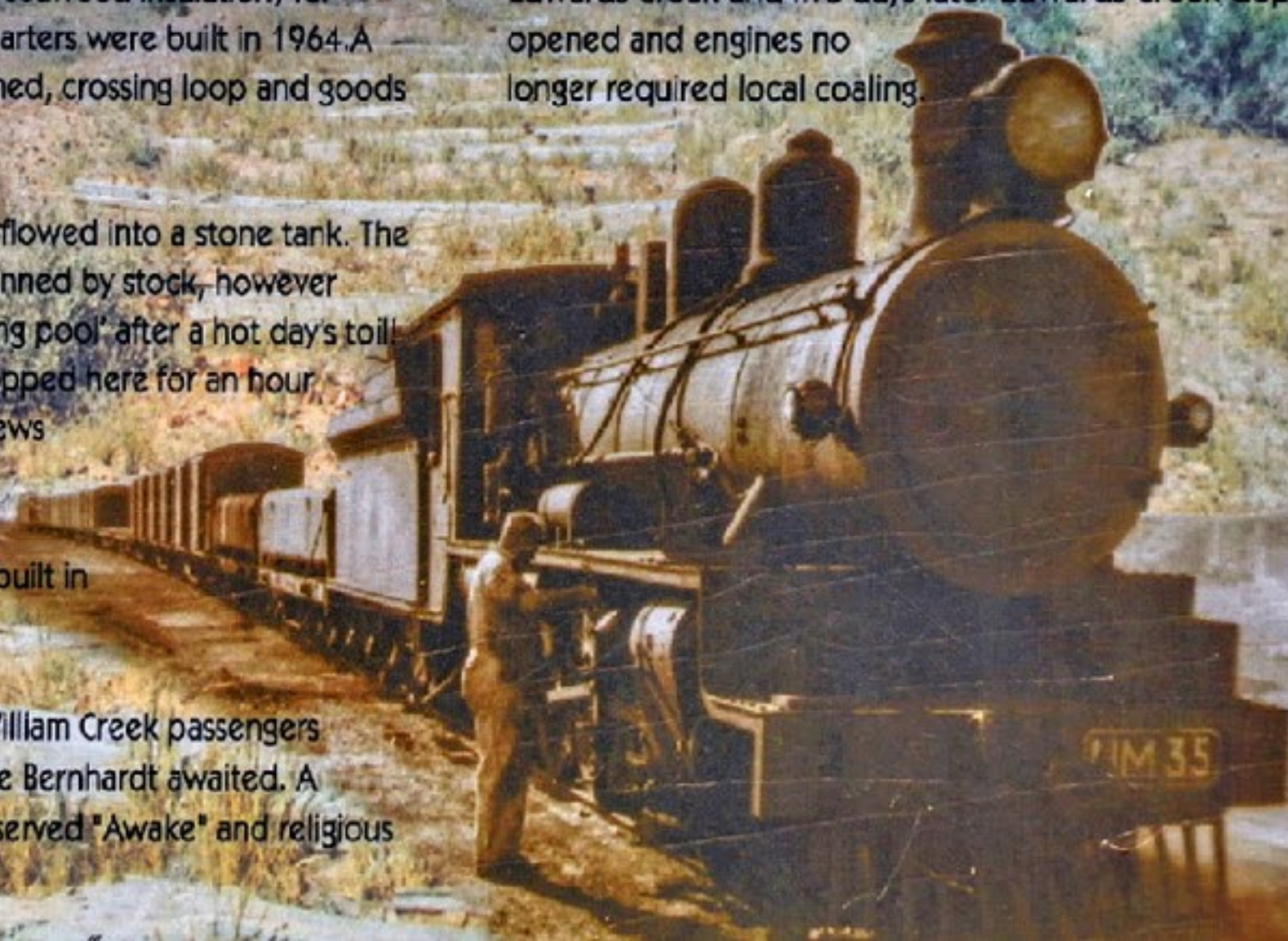
OLD GHAN RAILWAY HERITAGE TRAIL

The line from Coward Springs to William Creek opened on June 1, 1889. William Creek once boasted a small township, general store and travellers' eating-house. Weatherboard houses were built (lined with seaweed insulation) for railway staff. New gangers' quarters were built in 1964. A locomotive triangle, engine shed, crossing loop and goods platform also existed here.

North of the yard a bore overflowed into a stone tank. The water was very bitter and shunned by stock, however gangers revelled in this 'bathing pool' after a hot day's toil. The fortnightly trains once stopped here for an hour while passengers lunched, crews changed and the engine was coaled, from baskets hoisted by pole. A coaling stage was built in 1922.

When the Ghan stopped at William Creek passengers rushed the hotel. Here, Charlie Bernhardt awaited. A staunch Jehovah Witness, he served "Awake" and religious pamphlets along with beers.

William Creek's demise began in 1929: from August 5 a dining car was placed on the 'limited' passenger train. On November 28 stationmaster Jasper Smith was transferred to Edwards Creek and five days later Edwards Creek depot opened and engines no longer required local coaling.



Moon rising at William Creek



ANNA CREEK

Anna Creek Station

Anna Creek Station in South Australia is the largest cattle station in the world, it is over 34,000 square kilometres.

S. Kidman & Co is one of Australia's largest beef producers with a herd of 185,000 cattle. The company has pastoral leases covering 103,000 square kilometres in 3 states and the Northern Territory. Kidman cattle stations produce grass fed beef for export to Japan, America and Asia.

Anna Creek Station has been sold to Gena Rinehart and her Chinese partners, just another piece of Australia sold off.



Box Creek



Warrina



Edward Creek



Peeke Creek



Algebuckina Creek





Algebuckina Creek

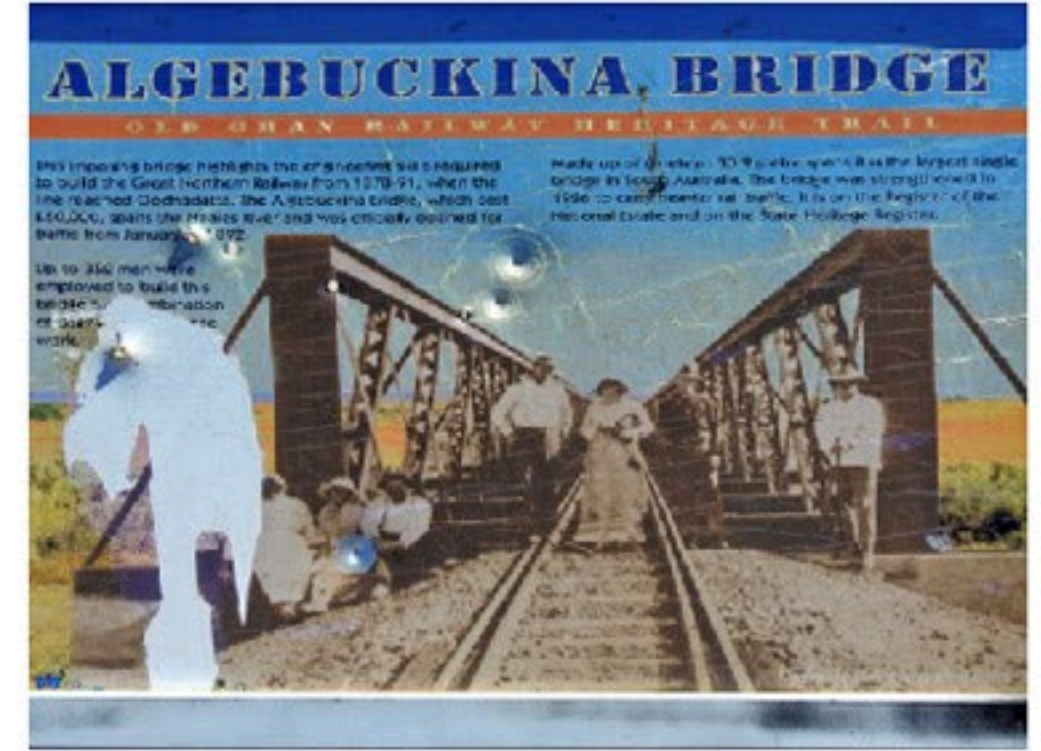
The Algebuckina Bridge spans the Neales River, it is one of the longest bridges at 587 metres (1,927 ft) on the Oodnadatta Track. The bridge was built in 1892 and strengthened in 1926 to accommodate heavier trains. The Ghan line was closed in 1981 due to constant flooding of the tracks and reconstructed 100 miles to the west.

Top left; Algebuckina Bridge spanning the dry Neales River.

Top Right; Algebuckina Bridge.



Top left; Neales River.



Top Right; Algebuckina Bridge history.

Bottom Right; Fettlers accommodation.



The Pink Roadhouse.



Oodnadatta

Oodnadatta is a small, remote outback town in South Australia, located about 1045 kilometres north of Adelaide in the heart of the desert 112 m above sea level.

Since the closure of the Ghan railway line in 1981, has become a quiet settlement inhabited mainly by the local Aborigines who now run the Railway Museum, the General Store and the local Transcontinental Hotel.

The Pink Roadhouse was created by Adam Plate and Lynnie Trevillian in 1983 as Oodnadatta Traders. It was when Adam painted a 1969 Dodge Phoenix pink and parked it out the front of the store that they took the next step, painted everything pink, and called the store the Pink Roadhouse. Today it is a legendary general store which offers mail deliveries, a caravan park, fuel, roadside services and a toll free phone.

Adam Plate named the Oodnadatta Track. He also used 44 gallon drum lids as signs of interest along the Oodnadatta Track, sadly Adam was killed in 2012 in a rally driving accident on the Oodnadatta Track.

Oodnadatta Railway Station / Museum



Oodnadatta

Top Left; Old house.

Top Right; Oodnadatta School House.

Bottom Left; Outdoor picture theatre.





OODNADATTA

OLD GHAN RAILWAY HERITAGE TRAIL

The reason for Oodnadatta and its focus through the 36 years, Oodnadatta was the spot where camel most of its history, has been the way. The town was met railway trains to transport passengers and became the terminus of the Great Northern Railway from Port Augusta to even remoter parts of the Outback. On January 7, 1891, when the line was opened from Warrina on January 7, 1891, 1927 work began on the extension of the line from Oodnadatta to Alice Springs. By the end of that decade Oodnadatta would be just another station on the way to Central Australia.

In November 1929, the town lost its engine shed when locomotives were transferred to Edwards Creek where better quality water existed.

Oodnadatta's railway station is one of the most imposing and enduring buildings in town and it, and the goods shed, are on the State Heritage Register

Oodnadatta c1920s

GREAT NORTHERN
RAILWAY
(OLD GHAN ROUTE)



Oodnadatta

Page Left; Oodnadatta history sign.

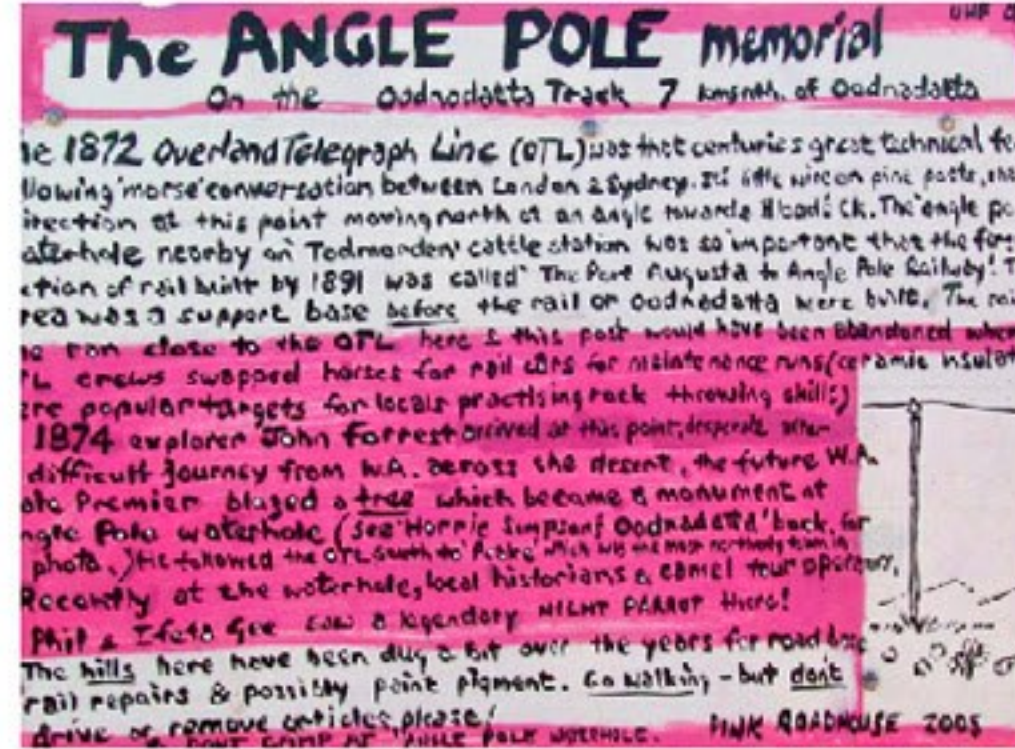
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Top left; Transcontinental Hotel.

Top Right; Oodnadatta Track conditions sign.

Bottom right; Adam Plate Oodnadatta signs.





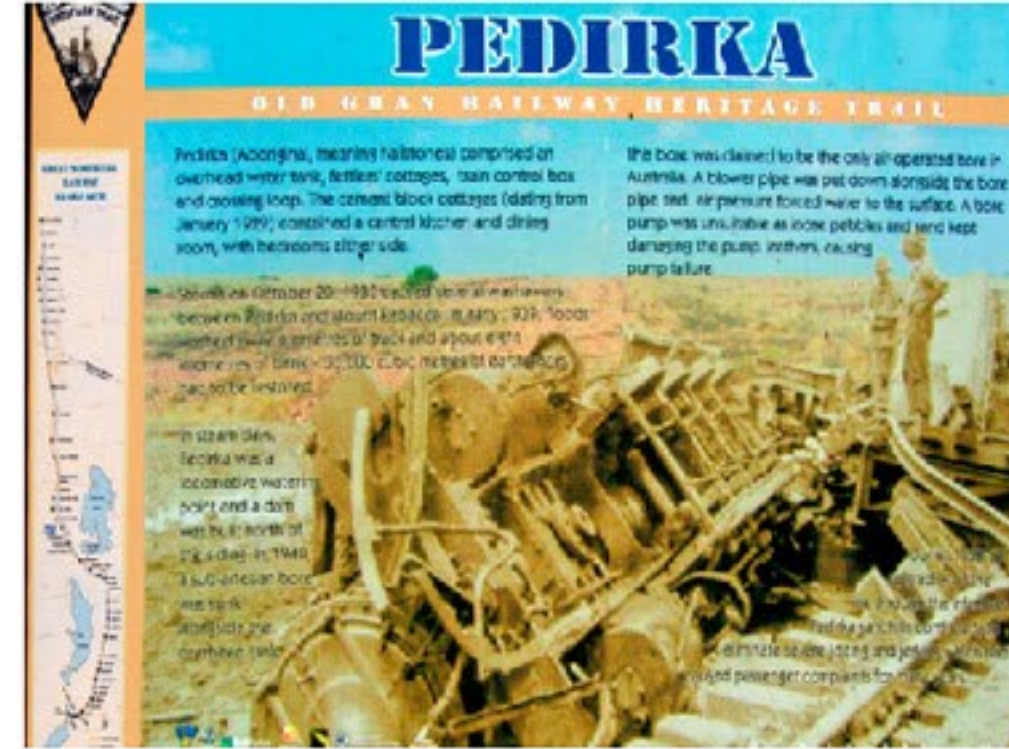
Angle Pole

The Angle Pole Memorial is a memory to all those involved in the construction of the Overland Telegraph Line which was completed in 1872, it allowed communication between Australia and the rest of the world.

Top left; An Angle Pole from the Overland Telegraph Line.

Top Right; Angle Pole story.

Bottom left; Telecom plaque for the OTL.



Pedirka

The Pedirka Siding is in the Pedirka Desert, it is about 1,250 square kilometres. A bore was sunk here the pump was modified to blow air down to push the water to the surface.

Top left; The story of Pedirka.

Top Right; Pedirka Ghan Railway Siding.

Bottom right; Fethers accommodation.





Eringa

Eringa Waterhole is part of Hamilton Station. It has ghost gums (white trunked gum trees) and a supply of permanent water, great place for an overnight stop. Birds and local animals stop by for a drink.

Top left; Water storage tank.

Top Right; Fettlers accommodation.

Bottom right; Eringa waterhole.



Abminga

Abminga was a railway siding for the Ghan railway, cattle were mustered and kept in the cattle yards for loading onto the train going south to Adelaide.

Top left; Abminga Siding sign.

Top Right; Fettlers accommodation.

Bottom right; Old Ghan railway track, with water storage tank.





Crossing the Border

When it rains out here there can be a lot or a little, it transforms the track into a sticky slippery track. as you can see it is sometimes waterlogged.

Top left; One of Adam Plates signs at the NT border.

Top Right; Water crossing on the Oodnadatta Track.

Bottom left; Back to the dry track.

Charlotte Waters (Arleyernpe)

Charlotte Waters was named after Lady Charlotte Bacon. It was one of twelve repeater stations set between Adelaide and Darwin, receiving and transmitting messages. The Station officially opened on 31st August 1872 and closed in 1930.



Charlotte Waters Infocentre are as described by Charles Todd, found on the Australian Heritage Commission register of the national estate, originally comprised of: "78 rooms, a stone bath (9,000 gallons) in the courtyard, a blacksmith's shop, a candle and harness room, a paddock and stockyard and a large water tank with capacity to hold 20,000 gallons. The buildings were constructed with white sandstone rubble laid with a local clay mortar and faced with lime. The roof frames were erected of pin-join bush timbers."



Charlotte Waters

Charlotte Waters was a tiny settlement and repeater station for the Overland Telegraph Line in the Northern Territory of Australia. In 1930 the repeater station was closed and became a police station.

Top left; Charlotte Waters story.

Top Right; Charlotte Waters grave.

Bottom left; Charlotte Waters ruins.





New Crown

New Crown is a 3 way junction, 180 km from Kulgera, 32km from Finke, or 78km from Mt Dare. New Crown homestead has some supplies and a phone but only for emergencies.

Top left; Sign for the Ghan Heritage Trail.

Bottom Right; Crossing the Border from NT into South Australia.

Bottom left; Adam Plate sign at New Crown Station.



Finke

Finke / Aputula is part of the Aputula Aboriginal Land Trust, it was part of the Ghan railway. They have food, water, fuel, toilets, showers, and camping facilities.

Top right; Sign for the Ghan Siding at Finke

Bottom Right; Old machinery at Finke Ghan railway siding.

Bottom left; Fettle's accommodation at Finke



Finke

Finke / Aputula is part of the Aputula Aboriginal Land Trust, it was part of the Ghan railway. They have food, water, fuel, toilets, showers, and camping facilities.

Top right; The Finke footy final.

Bottom Right; Finke footy team talk.

Bottom left; Finke footy team talk.



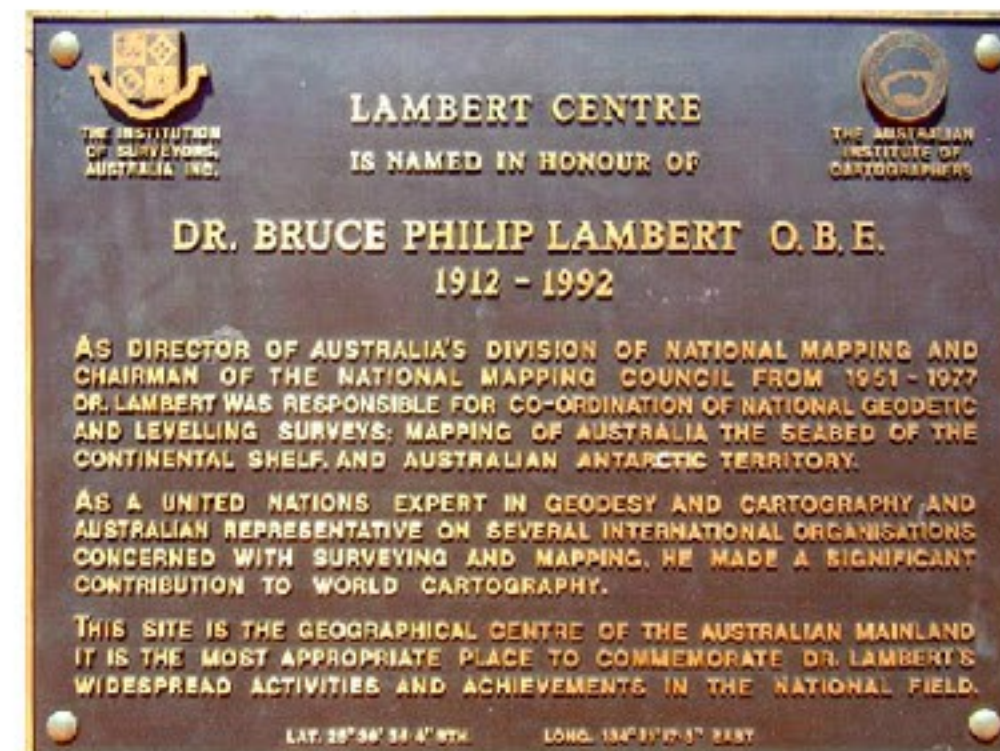
The Lambert Centre

The Lambert Centre was calculated using data from 24,500 high water marks along Australia's long coastline. A small version of the distinctive flag pole found on top of the Commonwealth Parliament House in Canberra was erected in 1988.

Less than 7 miles (11 kilometres) away from Lambert's spot, a gravitational centre had been previously calculated in the 1930s by the geologist and explorer Dr. Cecil Madigan.

Top right; Lambert Centre enclosure.

Bottom Right; Lambert Centre plaque.



Engoordina

Engoordina was constructed during world war II because of the increase in train traffic and the need for passing loops.

Top Right; Engoordina mercury history sign.

Bottom Right; Engoordina accommodation building.

Bottom left; Engoordina history sign.



Bundooma

Bundooma Ghan Railway Siding is also a free camp nowadays.

Top right; Watertank for the Ghan railway.

Bottom Right; Bundooma story sign.

Bottom left; Ghan railway cart.



Maryville

Maryvale Station is a pastoral lease that operates as a cattle station in the Northern Territory. The Indigenous Australian community of Titjikala live within the boundaries of the station.

Top right; Sign for Maryville Station.

Bottom Right; Maryville Station store.

Bottom left; Aboriginal community at Titjikala.



Chambers Pillars

Chambers Pillar / Itirkawarra in the Northern Territory, Australia, from Maryvale and Titjikala it is 42kms of severe corrugations, bulldust ruts, deep sand and a steep climb over the Charlotte range to get to Chambers Pillars.

The dreamtime story of Arrernte Aboriginal people believe that the pillar is the Gecko ancestor Itirkawara. Itirkawara was banished for taking a wife from the wrong skin group, they retreated into the desert. When they stopped to rest they turned into rocky formations, Itirkawara into the Pillar, and the woman into Castle Rock.

At night you can hear the dingoes howling and the scuffle of spinifex hopping mice, and if you brave the cold you will see the beautiful night sky.



Chambers Pillars

Chambers Pillar / Itirrkawarra in the Northern Territory, Australia.

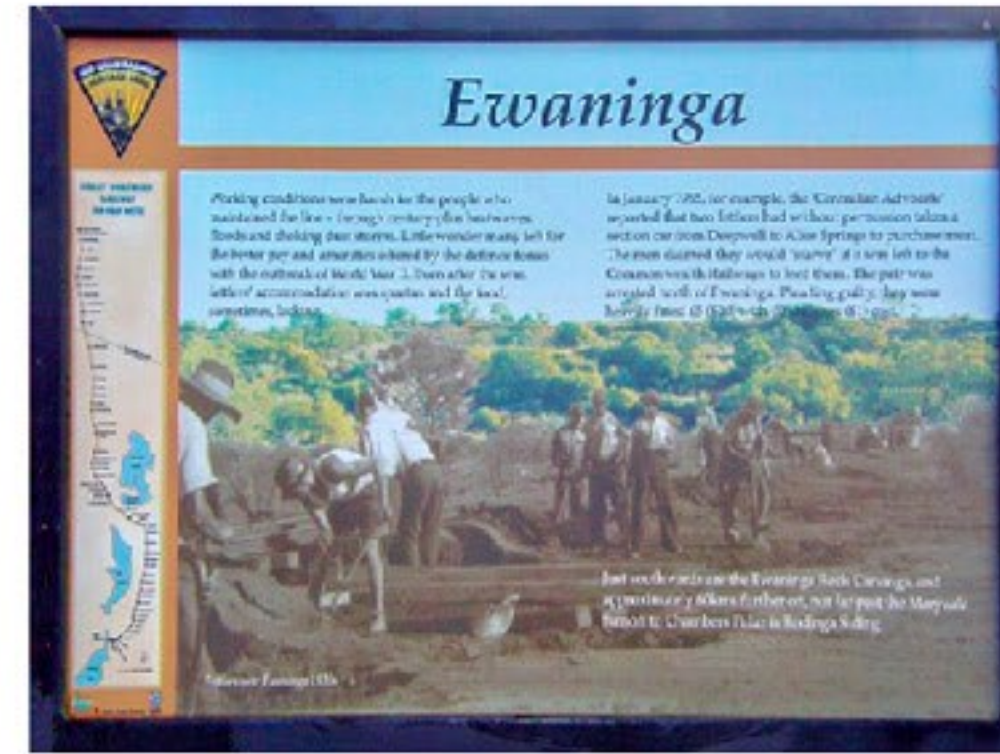
The daytime here can be very hot 30 to 40 degrees celcius and the nighttime very cold -2 degrees celcius.

Top left; Chambers Pillar.

Bottom Right; Castle Rock.

Bottom left; Window Rock.





Rodinga

Rodinga is the site of the Deep Well Ghan Siding. Now a date plantation and in private hands, it is not accessible to the public.

Top right; Water tank for the Ghan train at Rodinga.

Top left; The Heritage Times of the old Ghan.

Bottom left; Story for Alice Creek.

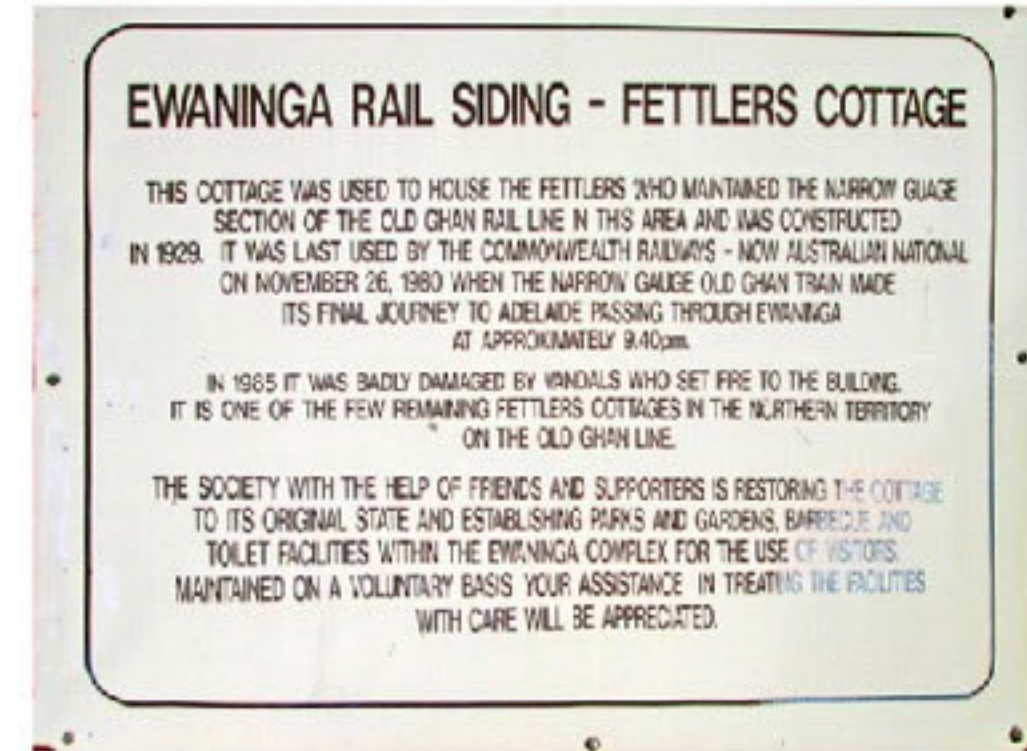
Ewaninga

vandals badly damaged the cottage when it was set on fire in 1985. Since then it has been restored to its original condition by a group of volunteers.

Top left; Story of Ewaninga Ghan Railway Siding.

Top right; Ewaninga Fettlers Cottage.

Bottom Right; Sign at Ewaninga Siding.





Ewaninga Rock Carvings

The rock carvings at Ewaninga is called Napwerte by the traditional owners. You are welcome, but Aboriginal woman and children are asked not to enter the reserve.

Top left; Ewaninga carvings.

Top right; Ewaninga carvings explanation.

Bottom Right; Map of Ewaninga reserve.





Ghan trains

Top Left; Old Ghan railway Engine.

Top right; Old Ghan railway Engine.

Bottom right; Old Ghan steam railway Engine
crossing a floodway.

Right The current Ghan engines passing the
Flinders Ranges in South Australia.



Finke Desert Race

The Finke Desert Race is a yearly race along the old Ghan railway line from Alice Springs to Finke / Aputula.

Page right; Motorbike coming through Deep Well.

Top Left; Camera man at Finke Desert Race.

Top right; Motorbike and buggy racing through Deep Well.

Bottom right; Car in the Finke Desert Race.





Alice Springs

Right; Old post office / telegraph station.

Left; Insulators on the telegraph line.



This book covers from Marree to Alice Springs.

The Oodnadatta Track is an unsealed 620 km outback road between Marree and Marla via Oodnadatta in South Australia.

The track follows a traditional Aboriginal trading route. It provides travellers with stunning semi desert scenery. Along the Track are numerous springs fed by water from the Great Artesian Basin.

The towns got their supplies transported by the cameleers, the cameleers were replaced by trucks and trains. An overland telegraph line with repeater stations was constructed alongside the train track.

The train track was abandoned in 1980 due to constant flooding washing away the bridges, a new track was constructed to the west of the old track as there was no need for water for the train as they were now diesel powered.

