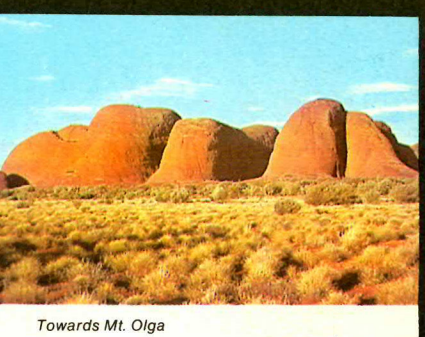


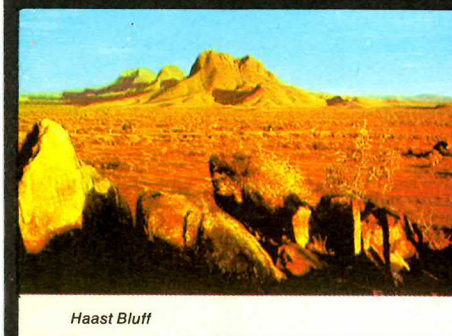
Katherine River



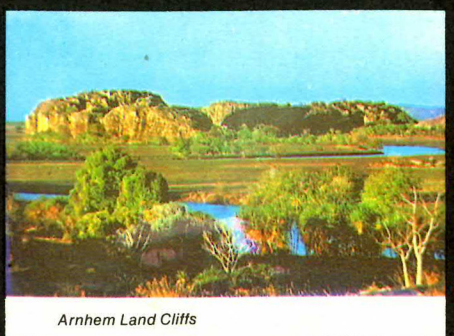
"Flynn of the Inland" Memorial



Towards Mt. Olga



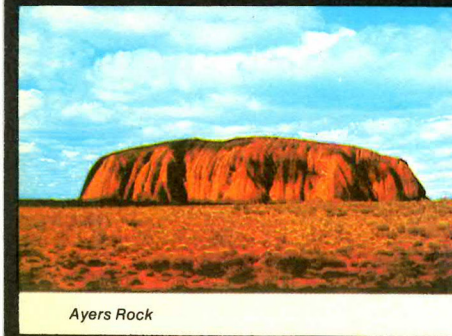
Haast Bluff



Arnhem Land Cliffs



Glen Helen



Ayers Rock

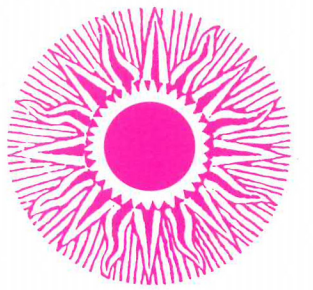


Macdonnell Ranges

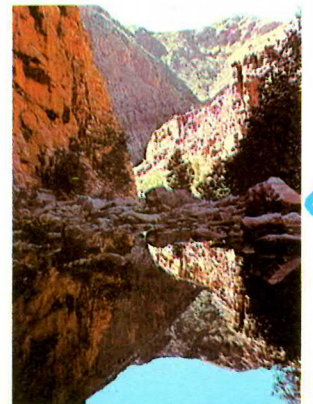


In the Flinders Range

ACROSS AUSTRALIA'S CENTRE



Alice Springs from Anzac Hill



Ormiston Gorge



CENTRAL AUSTRALIA RAILWAY

The Central Australia Railway is part of the Australian National Railways System. It consists of 350 kilometres of standard gauge railway from Stirling North to Marree and 869 kilometres of narrow gauge railway from Marree to Alice Springs.

The Central Australia Railway was built in stages by the Government of South Australia as far north as Oodnadatta between 1879 and 1891. The railway, along with the Northern Territory, was transferred to the Australian Government in 1911 and the then Commonwealth Railways Commissioner assumed control on 1 January 1926. Construction from Oodnadatta to Alice Springs commenced shortly afterwards and the Oodnadatta-Alice Springs extension was opened in August 1929.

The development of the Leigh Creek Coalfield to provide fuel for the Port Augusta Power Station led to the construction of a standard gauge railway to Leigh Creek and Marree. Following the opening of this route the narrow gauge section between Hawker and Marree was closed. The section from Port Augusta to Hawker has since been closed although a section south of Quorn has been preserved by the Pichi Richi Railway Preservation Society.

NORTH AUSTRALIA RAILWAY

The Darwin to Pine Creek Railway was constructed under contract for the South Australian Government. The contractors were permitted to employ Chinese coolie labour, and in all, some 3000 Chinese worked on the line, the greater number, seemingly, in 1887.

The contractors began active work in 1887 and the first section of the railway to Adelaide River was completed in June, 1888. The railway was extended to Pine Creek, and taken over by the South Australian Government on 1st October, 1889. Subsequently, an iron jetty, connected to the railway, was built at Darwin.

Extension of the railway from Pine Creek to Katherine River was authorised, and, in 1914, the then Engineer-in-Chief of Commonwealth Railways was directed to supervise the building of the line. The work was not let in one big contract but a system of combined day labour, piecework and small contract was adopted. Sleepers used were mainly of the steel girder type. This section of the railway was terminated on the north bank of the Katherine River, at Emungalan, as it was decided not to build a bridge over the River at that time. The railway was opened for public traffic as far as Emungalan on 13th May, 1917.

From 1st January, 1911, when the railway was transferred to the Commonwealth until 30th June, 1918, it was operated and maintained by the Department of External Affairs. It was placed under the control of the Commonwealth Railways Commissioner on 1st July, 1918, and has since that date been operated as a section of the Commonwealth Railways System.

Two further extensions of the railway have been made. The first from Emungalan to Mataranka, which involved construction of a high level bridge over the Katherine River, was completed in 1928, and the second from Mataranka to Birdum in 1929.

During the Second World War, when a sealed road was built between Alice Springs and Darwin, better road access led to the establishment of Larrimah as the effective railhead. Larrimah is 9 kilometres north of Birdum.

CHRONOLOGICAL TABLE

CENTRAL AUSTRALIA RAILWAY

- 15.12.1879 Section Port Augusta-Quorn opened for traffic.
- 28.6.1880 Section Quorn-Hawker opened for traffic.
- 1.7.1881 Section Hawker-Beltana opened for traffic.
- 22.5.1882 Section Beltana-Farina opened for traffic.
- 7.2.1884 Section Farina-Marree opened for traffic.
- 1.2.1888 Section Marree-Coward Springs opened for traffic.
- 1.6.1889 Section Coward Springs-William Creek opened for traffic.
- 1.11.1889 Section William Creek-Warrina opened for traffic.
- 7.1.1891 Section Warrina-Oodnadatta opened for traffic.
- 1.1.1911 Port Augusta-Oodnadatta Railway became property of the Commonwealth Government under the Northern Territory Acceptance Act.
- 1.1.1926 Commonwealth Railways Commissioner assumed control and operation of the railway.
- 21.1.1927 Construction of section Oodnadatta to Wire Creek commenced by Commonwealth Railways.
- 11.8.1927 Contract let for construction Wire Creek to Alice Springs.
- 23.12.1928 Section Oodnadatta-Rumbalara opened for traffic.
- 2.8.1929 Section Rumbalara-Alice Springs opened for traffic.

NORTH AUSTRALIA RAILWAY

- 1887 First section of the Darwin-Pine Creek Railway was constructed under contract for the South Australian Government.
- 1.6.1888 Darwin-Adelaide River section opened for traffic.
- 1.10.1889 Railway extended to Pine Creek and taken over by the South Australian Government.
- 1.1.1911 Railway transferred to Commonwealth by the State of South Australia on 1st January, 1911, under the terms of the Northern Territory Acceptance Act, 1910. Railway operated by Department of External Affairs.

- 15.12.1949 Commonwealth Railways Commissioner recommended to the Government that, in view of the extent of the coal traffic to be handled, and the inadequacy of the existing narrow gauge railway to transport it, with other ordinary essential traffic, a standard gauge railway be constructed between Stirling North and the Leigh Creek Coalfields, and that standard gauge be later extended to Marree.
- 24.5.1951 Royal Commission appointed to enquire into relative merits of proposed routes between Stirling North and Brachina.
- 27.8.1951 Work commenced on Brachina-Coalfields section.
- 4.7.1952 Royal Commission reported, recommending route proposed by Commonwealth for section Stirling North to Brachina.
- 28.5.1955 Railhead reached Brachina.
- 17.5.1956 Railhead reached Telford (Leigh Creek Coalfields).
- 29.6.1957 Railhead reached Marree.
- 12.4.1975 First sod for Tarcoola-Alice Springs standard gauge railway turned at Tarcoola by the Hon. E. G. Whitlam, Q.C., M.P., Prime Minister.

- 1913 Pine Creek-Katherine River Railway Act authorised a further extension of the line to Katherine River.
- 13.5.1917 Railway extended to Emungalan on the north bank of the Katherine River and opened to public traffic.
- 1.7.1918 Railway transferred to the control of the Commonwealth Railways Commissioner.
- 1.7.1928 Railway extended to Mataranka.
- 4.9.1929 Mataranka-Birdum section completed and opened for traffic.

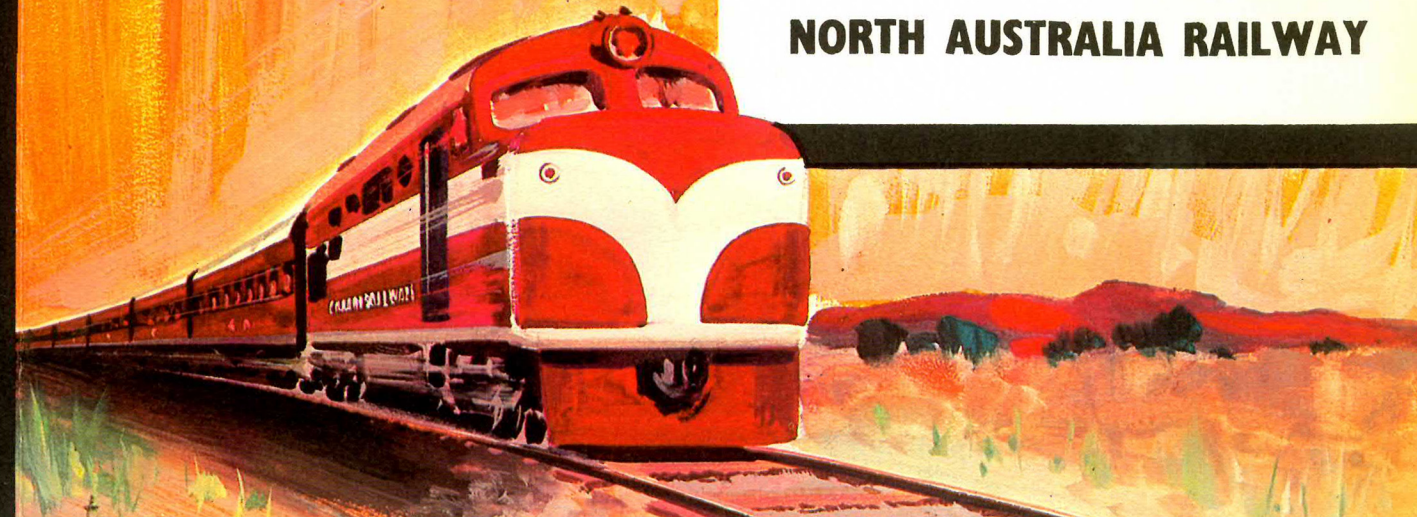
ACROSS AUSTRALIA'S CENTRE

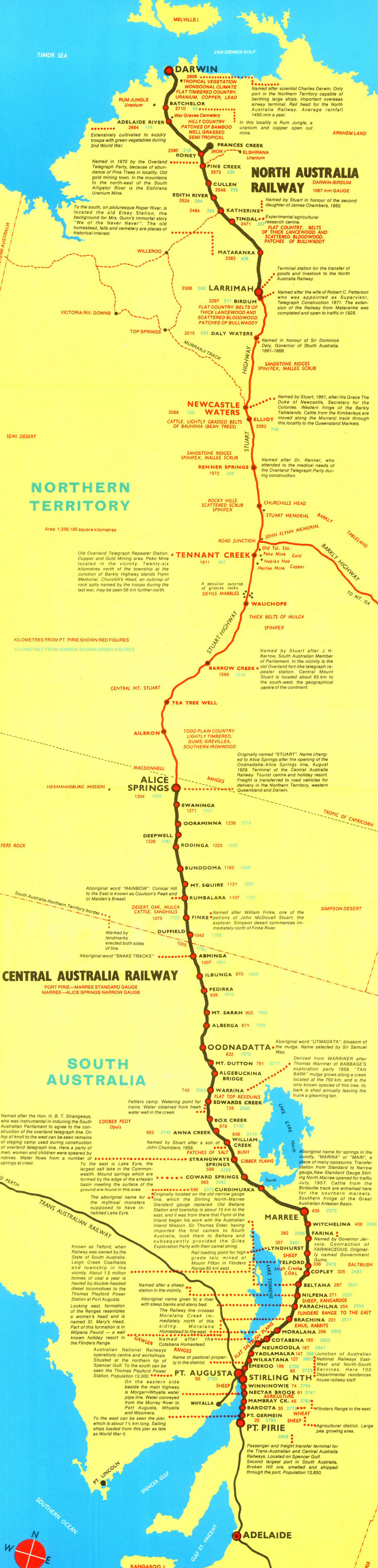
CENTRAL AUSTRALIA RAILWAY



AUSTRALIAN NATIONAL RAILWAYS

NORTH AUSTRALIA RAILWAY





TIMOR SEA

MELVILLE I.

VAN DIEMEN GULF

DARWIN

2808 **TROPICAL VEGETATION MONSOONAL CLIMATE FLAT TIMBERED COUNTRY. URANIUM, COPPER, LEAD**

BATCHELOR 2710 98
War Graves Cemetery

ADELAIDE RIVER 2684 124
Extensively cultivated to supply troops with green vegetables during 2nd World War.

FRANCES CREEK
Named after scientist Charles Darwin. Only port in the Northern Territory capable of berthing large ships. Important overseas airway terminal. Rail head for the North Australia Railway. Average rainfall 1450 mm a year.

IRON 2590 218
RONEY 218

PINE CREEK 2573 235
Named in 1870 by the Overland Telegraph Party, because of abundance of Pine Trees in locality. Old gold mining town. In the mountains to the north-east of the South Alligator River is the Elshirana Uranium Mine.

CULLEN 2549 259

EDITH RIVER 2524 284

KATHERINE 2484 324
To the south, on picturesque Roper River, is located the old Elsey Station, the background for Mrs. Gunn's immortal story "We of the Never Never". The old homestead, falls and cemetery are places of historical interest.

TINDAL 2471 337
Experimental agricultural research centre.

MATARANKA 2382 426
Terminal station for the transfer of goods and livestock to the North Australia Railway.

LARRIMAH 2306 502
Named after the wife of Robert C. Patterson who was appointed as Supervisor, Telegraph Construction 1871. The extension of the Railway from Mataranka was completed and open to traffic in 1929.

BIRDUM 2297 511
FLAT COUNTRY. BELTS OF THICK LANCEWOOD AND SCATTERED BLOODWOOD. PATCHES OF BULLWADDY

DALY WATERS 2215 593
Named in honour of Sir Dominick Daly, Governor of South Australia, 1861-1868.

NEWCASTLE WATERS 2088 720
CATTLE, LIGHTLY GRASSED BELTS OF BAUHINIA (BEAN TREES)

ELLIOT 2062 746
Named by Stuart, 1861, after His Grace The Duke of Newcastle, Secretary for the Colonies. Western fringe of the Barkly Tablelands. Cattle from the Kimberleys are moved along the Murrumbidgee track through this locality to the Queensland Markets.

RENNER SPRINGS 1972 836
Named after Dr. Renner, who attended to the medical needs of the Overland Telegraph Party during construction.

CHURCHILLS HEAD
A peculiar outcrop of granite rocks DEVILS MARBLES

STUART MEMORIAL
Named after Stuart, 1861, after His Grace The Duke of Newcastle, Secretary for the Colonies. Western fringe of the Barkly Tablelands. Cattle from the Kimberleys are moved along the Murrumbidgee track through this locality to the Queensland Markets.

JOHN FLYNN MEMORIAL
Old Tel. Stn. Peko Mine Gold Nobles Nob Merlo Mine Copper

ROAD JUNCTION

TENNANT CREEK 1811 997
A peculiar outcrop of granite rocks DEVILS MARBLES

WAUCHOPE
THICK BELTS OF MULGA SPINIFEX

BARROW CREEK 1589 1219
Named by Stuart after J. H. Barrow, South Australian Member of Parliament. In the vicinity is the old Overland fort-like telegraph repeater station. Central Mount Stuart is located about 63 km to the south-west, the geographical centre of the continent.

TEA TREE WELL
TODD PLAIN COUNTRY. LIGHTLY TIMBERED, GUMS, GREVILLEA, SOUTHERN IRONWOOD

AILERON

MACDONNELL RANGES

ALICE SPRINGS 1304 1504
HERMANNSBURG MISSION

EWANINGA 1271 1537

OORAMINNA 1238 1570

DEEPWELL 1226 1582

RODINGA 1203 1605

BUNDOOMA 1162 1646

MT. SQUIRE 1121 1687

RUMBALARA 1107 1701
Aboriginal word "RAINBOW". Conical Hill to the East is known as Coulson's Peak and or Maiden's Breast.

FINKE 1075 1733
Named after William Finke, one of the patrons of John McDouall Stuart, the explorer. Simpson desert commences immediately north of Finke River.

DUFFIELD 1042 1766

ABMINGA 1007 1801
Aboriginal word "SNAKE TRACKS"

ILBUNGA 970 1838

PEDIRKA 938 1870

MT. SARAH 903 1905

ALBERGA 873 1935

OODNADATTA 832 1976
Aboriginal word "UTMADATA", blossom of the mulga. Name selected by Sir Samuel Way.

MT. DUTTON 791 2017
Derived from WARRINER after Thomas Warriner of BABBAGE'S exploration party 1858. "TAN BARK" mulga grows along a creek located at the 750 km, and is the only known species of this tree. Its bark is shed annually leaving the trunk a gleaming tan.

ALGEBUCKINA BRIDGE 745 2063

WARRINA 728 2080
Fettlers camp. Watering point for trains. Water obtained from fresh water well in the creek.

BOX CREEK 678 2130

ANNA CREEK 662 2146
Named by Stuart after a son of John Chambers, 1858.

WILLIAM CREEK 636 2172
PATCHES OF SALT BUSH

STRANGWAYS SPRINGS 599 2209
Named after the Hon. H. B. T. Strangways, who was instrumental in inducing the South Australian Parliament to agree to the construction of the overland telegraph line. On top of knoll to the west can be seen remains of staging camp used during construction of overland telegraph line. Here a party of men, women and children were speared by natives. Water flows from a number of springs at crest.

GIBBER PLAINS

COWARD SPRINGS 563 2245

CURDIMURKA 536 2272
Originally located on the old narrow gauge line, which the Stirling North-Marree Standard gauge replaced. Old Beltana town and township is located 10 km to the east, and it was from there that Flynn of the Inland began his work with the Australian Inland Mission. Sir Thomas Elder, having imported the first camels to South Australia, took them to Beltana and subsequently provided the Giles Exploration Party with their camel string.

MARREE 435 2373
Aboriginal name for springs in the vicinity, "MARINA" or "MARI", a place of many opossums. Transfer station from Standard to Narrow gauge. New Standard Gauge Stirling North Marree opened for traffic July, 1957. Cattle from the Birdsville track are entrained here for the southern markets. Southern fringe of the Great Australian Artesian Basin.

WITCHELINA 408 2400
Named by Governor Jervois. Contraction of FARINACEOUS. Originally named Government Gums.

LYNDHURST 382 2426
SHEEP

TELFER 357 2451
Leigh Creek COAL

COPLEY 325 2483
SALT BUSH

BELTANA 287 2521
NILPENNA 271 2537
SHEEP, KANGAROOS

PARACHILNA 254 2554
FLINDERS RANGE TO THE EAST

BRACHINA 231 2577
EMUS, RABBITS

MORALANA 206 2602

COTABENA 185 2623
Named after the Cotabena Homestead.

NEUROODLA 167 2641

YADLAMALKA 147 2661
WILKATANA 127 2661
Junction of Australian National Railways East-West and North-South Services. Here 100 Departmental residences house railway staff.

EMEROO 106 2723
85

STIRLING NTH 71 2734
SHEEP

WINNINOWIE 64 2747
AGRICULTURE

MAMBRAY CK. 45 2763

BAROOTA 35 2773
WHEAT

PT. GERMEIN 25 2783
SHEEP

PT. PIRIE 2808
Passenger and freight transfer terminal for the Trans-Australian and Central Australia Railways. Located on Spencer Gulf. Second largest port in South Australia. Broken Hill ore, smelted and shipped through the port. Population 13,850.

ADLAIDE

PT. LINCOLN

SPENCER GULF

SOUTHERN OCEAN

GULF ST. VINCENT

KANGAROO I.

VICTORIA

NORTHERN TERRITORY

Area: 1,356,100 square kilometres

Old Overland Telegraph Repeater Station. Copper and Gold Mining area. Peko Mine located in the vicinity. Twenty-six kilometres north of the township at the Junction of Barkly Highway stands Flynn Memorial. Churchill's Head, an outcrop of rock aptly named by the troops during the last war, may be seen 56 km further north.

KILOMETRES FROM PT. PIRIE SHOWN RED FIGURES
KILOMETRES FROM DARWIN SHOWN GREEN FIGURES

CENTRAL AUSTRALIA RAILWAY

PORT PIRIE—MARREE STANDARD GAUGE
MARREE—ALICE SPRINGS NARROW GAUGE

SOUTH AUSTRALIA

Named after the Hon. H. B. T. Strangways, who was instrumental in inducing the South Australian Parliament to agree to the construction of the overland telegraph line. On top of knoll to the west can be seen remains of staging camp used during construction of overland telegraph line. Here a party of men, women and children were speared by natives. Water flows from a number of springs at crest.

To the east is Lake Eyre, the largest salt lake in the Commonwealth. Mound springs which are formed by the edge of the artesian basin meeting the surface of the ground are found in this area.

The aboriginal name for the mythical monsters supposed to have inhabited Lake Eyre.

Known as Telford, when Railway was owned by the State of South Australia. Leigh Creek Coalfields and township in the vicinity. About 1.5 million tonnes of coal a year is hauled by double-headed diesel locomotives to the Thomas Playford Power Station at Port Augusta.

Looking east, formation of the Ranges resembles a woman's head and is named St. Mary's Head. Part of this formation is in Wilpena Pound—a well known holiday resort in the Flinders Ranges.

Australian National Railways operations centre and workshops. Situated at the northern tip of Spencer Gulf. To the south can be seen the Thomas Playford Power Station. Population 12,000.

On the eastern side beside the main highway is Morgan-Whyalla water pipe line. Water conveyed from the Murray River to Port Augusta, Whyalla and Woomera.

To the west can be seen the pier, which is about 1½ km long. Sailing ships loaded from this pier as late as World War II.

