

OUT-AND-ABOUT HAVING FUN IN "THE LANDY"

The Flinders Ranges and Birdsville Track

In the Tracks of Tom Kruse - The Outback Mailman

April, 2014



"The Landy" is a Toyota 79 Series Twin Cab four-wheel drive vehicle. Built in 2013 and fully customised to enable long-range, remote travel, it is ready to tour and explore the length and breadth of Australia...

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The trip – at a glance

Starting point	Sydney
Finishing point	Sydney
Number of days	16
Departure date	12 April, 2014
Return date	27 April, 2014

Our trip along the Birdsville Track will take us in the footsteps of the famous Australian Outback Mailman, Tom Kruse.

Tom delivered mail to the many cattle stations along the track in a “Blitz Truck” arriving at Birdsville, in far Western Queensland, before loading up for the return trip to Marree. His story is one of human endurance, courage, and perseverance. Despite facing considerable challenges each and every day out on the Track, Tom got the mail through, a lifeline to those who lived and worked in the area...

Before arriving in Birdsville, we will pass through one of our most well-known outback towns, Broken Hill, and visit Wilpena Pound in the Flinders ranges.

Wilpena Pound is an ancient landscape over 800 million years old, a mountain range rising out of the landscape that has the appearance of being an old volcano. It is also home to the Adnyamathanha people.

After a meal and night at Birdsville, at the Birdsville Pub of course, we will head towards Innamincka, a small locality that is infamous for being the end of the ill-fated Burke and Wills Exploration.

Passing back down into New South Wales through Warri Gate, we will overnight in Tibooburra and visit the Family Hotel where the famous Australian artist Clifton Pugh, who once owned the pub, painted a mural on the hotel walls.

A favourite place we like to visit is Trilby Station on the banks of the famous inland river, the Darling River, and as usual, we will camp by the Billabong. And whilst in the area we will take the time to visit Toorale National Park to further our knowledge of Australia’s first people.

And as we make our way back to Sydney via Narromine, Orange, and Bathurst I’m sure there will be plenty of stories to recount from our couple of weeks being “*Out and About*”.

Some things to think about

Travelling time in the country can vary greatly due to the conditions of the road, the weather and possibly even mechanical failure.

One of the keys to a successful trip is to being flexible and dealing with things as circumstances dictate. For example, rain can make roads impassable and using roads when they are closed can be dangerous and is usually illegal. Besides, being bogged in the outback is not much fun!

The trip has an allowance for unforeseen contingencies, and importantly, to allow us time to stop and explore!

Outback Etiquette and the Environment

It is important to take care of the environment and all are responsible for making a contribution to maintaining the environment in pristine condition whilst enjoying it at the same time.

There are some very simple rules that will help achieve this:

- Never drop litter,
- Always bury human waste and burn any tissue paper you use,
- Use existing fireplaces where possible,
- When breaking camp always make sure the camp fire is completely extinguished,
- Be conservative with the use of firewood,
- Leave all gates as they are found,
- Do not camp next to stock watering holes,
- Never use soap in a water course when washing clothes, or yourself,
- Do not use outback roads if they are closed,
- Take only photographs and leave nothing but footprints,
- Do not touch any aboriginal art sites,
- Respect other campers, and
- Respect other road users.

Convoy Procedures

At times, we may be travelling in a convoy with one or a number of other vehicles. In the interests of safety and convenience we will observe the following procedures.

- Prior to setting out each day we will briefly discuss the route and stopping points for that day and quickly revise our convoy procedures,
- Observe road rules at all times,
- All vehicles are responsible for the vehicle behind at all times. They must wait at all intersections and cross roads for the following vehicle,
- If there are three or more vehicles in the convoy the last vehicle will become “tail end Charlie”,
- No vehicle to pass the “lead” vehicle, and
- Keep a safe distance from the vehicle in front at all times especially when in hilly country, or if dust conditions exist.

Communication

There is fairly good mobile phone coverage across vast areas of the outback, however it cannot be guaranteed.

“The Landy” is equipped with a HF Radio and satellite telephone for long-range communication and enabling contact with the outside world. It is also equipped with a fixed UHF Radio for vehicle-to-vehicle communication, and a number of hand-held radios for use when exploring remote areas on foot.

Equipment

A head-torch, sturdy boots, preferably without laces, and a small backpack for exploring, along with a sleeping bag are useful things to have.

Health

Staying healthy is of paramount importance and it isn't much fun being sick when travelling, especially when a long way from the comforts of home.

Before leaving home ensure you have enough quantities of any medicines that you need to get through the trip as not all towns will have a pharmacy that can renew a prescription.

"The Landy" is equipped with a comprehensive first aid kit along with a basic medical guide.

When stopping in a caravan park or camping area that has communal shower facilities it is wise to wear a pair of thongs when showering. There are a lot of bugs lurking in the floors of shower cubicles and some campgrounds in remote areas may not receive the cleaning we would normally expect.

Something else worth considering is the effect of dry air on our skin.

Living on the coast where the air is moist it is easy to forget how much drier the air is in inland areas, even in winter. After a few days in outback areas with a constant wind and dry air, which can be common, you will find your lips and hands will begin to dry and crack. To combat this it is best to carry and apply lip balm and hand cream throughout the day.

And don't forget to drink plenty of water!

Clothing

Don't bring too many clothes!

Outback areas are full of red bull-dust and staying immaculately clean is problematic, so why try? That isn't to say we should go totally feral, but it is near impossible to have a clean set of clothes every day.

Besides, space and weight is usually at a premium when *"on tour"* so anything that can be done to reduce it helps greatly.

Inland Australia can be cold after the sun goes down, and extremely cold in winter. Some warm clothes, including a jumper and wind jacket as well as warm long pants are useful to have, along with a hat and pair of sunglasses.

And a beanie never goes astray when sitting around the campfire, especially in winter, and don't forget your swimmers!

Food and Water

One thing that is most enjoyable when camping and touring is eating basic, but nourishing and wholesome “*camp food*” prepared over an open fire. Firewood permitting this is the way to go!

Usually an allowance of up to four litres of water per person per day is an adequate provision and “*The Landy*” has capacity to carry a sufficient supply between refilling. Water availability can never be relied upon so a reserve for contingencies is maintained.

Always ensure water taken from streams, creeks, or bores, is boiled before being consumed.

“*The Landy*” is equipped with a hot shower which can be used when camping nearby to an adequate water supply, but a bucket and small amount of warm water will also go a long way to maintaining personal hygiene.

Travel routine and daily itinerary

There is usually no need to get up at the crack of dawn each day to get going, although some days might need to be earlier than others. Mind you, the moments before daybreak as golden sunrays pierce the eastern skyline are magical to watch...

Dawn in the outback with a cup of tea in hand is worth getting out of bed for!

Each day is planned to ensure arrival at the destination with about two-hours of daylight left giving plenty of time to make camp, collect fire-wood, and catch the beautiful colours of a setting sun. Please take the time to review the next day’s departure time to ensure you have enough “me” time in the morning.

It is also worth making time for morning tea, before lunch, and on longer travel days, afternoon tea.

There is always the possibility of finding something new to do that we didn’t plan in the original itinerary, if we can fit it in we will, but we don’t want to re-plan our trip “on the run”.

And there is plenty to photograph out there, so have a camera handy!

*The Flinders Ranges and Birdsville Track
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Day 1 – Sydney to Nyngan

Route	Bathurst, Orange, Parkes, Trundle and Tottenham – mostly on bitumen road
Accommodation	Riverside Van Park, Nyngan Phone: 02 6832 2678
Facilities	Amenities block, toilets, hot shower
Fuel & Supplies	Full supply
Permits	Not required

Today we point “*The Landy*” down the driveway and bid farewell to Sydney for a couple of weeks.

As we make our way west over the Blue Mountains via the Bell’s Line in a modern four-wheel drive vehicle we can give some thought to the early explorers’ who headed this way, journeying on foot, horseback and bullock dray.

The drive will take us through the larger rural towns of Bathurst and Orange before we divert from the usual route west, the Great Western Highway, and travel through the township of Parkes and the smaller rural towns of Trundle and Tottenham.

Situated 55-kilometres north of Parkes, Trundle is at the centre of a wheat, sheep and cattle farming area. Of interest is the Trundle Hotel, a majestic building in the town’s main street, which is National Estate, listed and has the longest verandah in New South Wales, coming in at a long 87.6 metres. The town’s main street is also the widest in New South Wales measuring 60 metres.

Leaving Trundle behind we pass through the closest town to the geographical centre in New South Wales, Tottenham. We’ll vary our route to visit the geographical centre, which is located 34 kilometres west of the town along the Cockies Road.

Tottenham is also at the centre of large scale agriculture cropping and sheep grazing and boasts a large hotel, The Tottenham Hotel, which overlooks the main street.

Our destination today is Nyngan and a tranquil camp next to the Bogan River at the Riverside Van Park.

In 1835, explorer, Major Mitchell was the first European to document a journey along the Bogan River, describing the area around Nyngan as ‘a long pond, with many birds, ducks, and broilgas’. The local aboriginal word ‘Nyngan’ is said to mean ‘long pond of water’.

In 1882 the town’s site was surveyed and buildings from an earlier settlement at Canonba 30-kilometres away were moved to the present Nyngan Township.

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Day 2 – Nyngan to Broken Hill

Route	Barrier Highway, Cobar, Wilcannia – on bitumen road
Accommodation	Broken Hill Tourist Park, 142 Rakow Street, Broken Hill Phone 08 8087 3841
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Full supply
Permits	Not required

Broken Hill is today's destination and it is one Australian town that needs very little introduction. Growing from a small mining township in the 1880s it has developed into a large mining and tourism centre.

The town has been described as a living, breathing time-capsule – *“an artifact that survives in the desert and waits to be rediscovered with its Art-deco shop fronts from a bygone age and many monuments throughout the town paying homage to the men and women who suffered and died so the town could survive.”*

Our overnight stay will not provide us with much of an opportunity to truly explore the town or the nearby town of Silverton, but there are a couple of things worth knowing that puts some further perspective on the town.

The Great War visited Broken Hill on New Year's Day, 1915, when two camel drivers loyal to the Ottoman Empire opened fire on a picnic train, killing five men, women, and children in what remains the only act of war to be committed on Australian soil.

During the second-world war a large part of Australia's gold reserves were transferred to the town and away from the coastal capital cities to protect it from the possibility of a Japanese invasion.

And surprisingly, in Sturt Park there stands a monument to the musicians of the ill-fated Titanic that was erected in 1913. It would seem extraordinary that an inland community in Australia has a monument to the tragedy that occurred in the icy-waters of the Atlantic Ocean on the other side of the world...

Standing on the urban boundary we can look westwards as the sun drifts low onto the horizon, the town at our back and nothing but the red desert ahead of us, as far as the eye can see.

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Day 3 – Broken Hill to Wilpena Pound

Route	Barrier Highway to Yunta, North via Holowillena and Hawker, bitumen and dirt.
Accommodation	Wilpena Pound Resort, camping area, and Motel Unit Phone: 08 8648 0048
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Full supply
Permits	Not required

Wilpena Pound, set in the Flinders Ranges is approximately 430-kilometres to the north of Adelaide.

The landscape is breathtaking and dated to be over 800 million years old. The Flinders Ranges National Park offers us a wide range of activities that we can undertake, including bush-walking and four-wheel drive touring.

And after a few days of driving, a rest under a River Red Gum might be on the cards!

As we travel towards Wilpena Pound we will pass through the township of Yunta, on the Barrier highway, where we will turn north towards the Flinders Ranges.

Not too far from Carrieton, in the Southern Flinders Ranges, we will pass nearby to Holowiliena Station Homestead which has been occupied by the Warwick family since it was built in the mid-nineteenth century.

Shaped like an amphitheatre, Wilpena Pound has an abundant range of wildlife, including emus, kangaroos, plenty of birds, and if we are lucky we may even spot a yellow-footed rock wallaby.

There are a number of aboriginal art sites within the region, and the country is home to the Adnyamathanha people of the Northern Flinders Ranges. Adnyamathanha meaning “hills” or “rock people” is a term now used to describe the Kuyani, Wailpi, Yadliaura, Pilatapa and Pangkala, the traditional groups in the Flinders Ranges.

Today many Adnyamathanha people live and work in the area. Nepabunna in the Vulkathunha-Gammon Ranges, Leigh Creek and Port Augusta are central settlements for the Adnyamathanha people. Rock art, stone arrangements, occupation sites, graves and ochre quarries are reminders of the area's cultural heritage and are of significance to the Adnyamathanha peoples' connection to country.

Our camp for the next three nights will be at the Wilpena Pound Resort and Campground.

We will find a vantage point that will afford us a view of the sun setting on Wilpena Pound and I'm sure the colours will be spectacular!

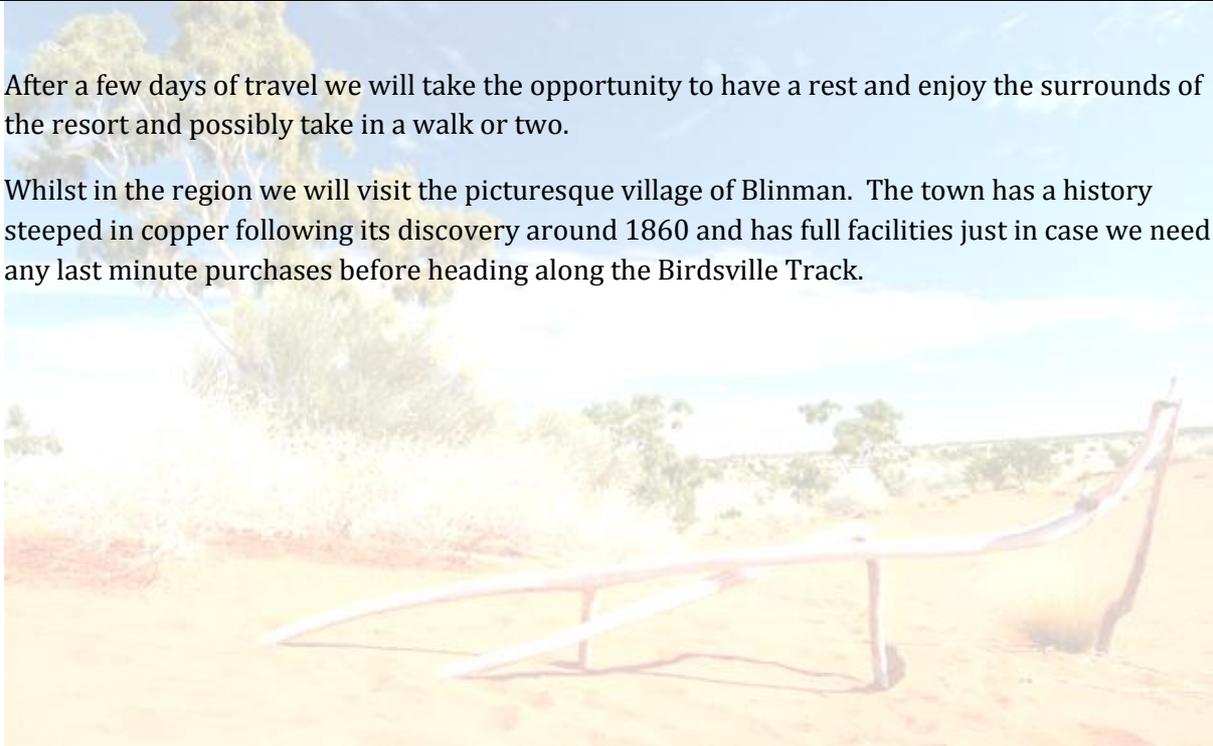
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Day 4 – Wilpena Pound

Route	Wilpena Pound
Accommodation	Wilpena Pound Resort, Camp Ground Motel Unit Phone: 08 8648 0048
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Full supply
Permits	Not required

After a few days of travel we will take the opportunity to have a rest and enjoy the surrounds of the resort and possibly take in a walk or two.

Whilst in the region we will visit the picturesque village of Blinman. The town has a history steeped in copper following its discovery around 1860 and has full facilities just in case we need any last minute purchases before heading along the Birdsville Track.



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Day 5 – Wilpena Pound

Route	Bunyeroo, Brachina Gorge, Aroona Scenic Drive
Accommodation	Wilpena Pound Resort, Camp Ground Motel Unit Phone: 08 8648 0048
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Full supply
Permits	Not required

After a lazy start to the morning we will head off on a scenic drive to visit Brachina Gorge. And with an amazing array of flora and fauna it will be a great opportunity to pull the camera out, take a walk, and see what we can find.

We will travel along what is often referred to as “Corridor Through Time” as we make our way along a self-guided tour of the gorges.

Hans Heysen, later Sir Hans, the German-born Australian artist spent a great deal of his life in the Flinders Ranges, capturing the beauty of the area in water-colours. He summed up the Flinders Ranges landscape when he said it is *“the bones of the earth laid bare”*.

We will see first-hand the landscape that inspired so many of his paintings prior to his passing in 1968.

As the sun sets over Wilpena we will enjoy a meal of roast beef, caramelized vegetables, and a damper, cooked over the coals in a camp oven, if fire regulations permit...



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Day 6 – Wilpena Pound to Clayton Station

Route	Blinman, Marree and Clayton Station, mostly on dirt.
Accommodation	Clayton Station Phone: 08 8675 8311
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	None available
Permits	Not required

Today we make our way onto the Birdsville Track! The Track was established in the 1880s as a stock route between Birdsville and the railhead at Marree or Hergott Springs as it was formerly called. Before arriving at Clayton Station where we will set up camp for the night we will travel through the township of Marree where Tom Kruse set off on his mail run north to Birdsville.

Although the official name is Marree, which comes from the Aboriginal word Mari, meaning place of many possums, the name Hergott Springs was used until World War 1, when it was dropped as a result of its German connection.

At the Centenary celebrations for the Great Northern Hotel, a two-story building in the main street, it was read...

“There are people here today whose ancestors lived in this land long before the advent of white settlement and who found at Marree water and a place to rest. There are people here today who are the descendants of the Afghan camel drivers and were born in this town and who continue to have an attachment for Marree which perhaps passes the understanding of others.

There are people here today whose forefathers settled in this demanding country which can never be taken for granted but which is rich in reward from time to time for those who understand it. All of these people have contributed to the development of the Inland and all have found in Marree a base, a home, companionship, friendship and a tempering of the spirit.

For there is no doubt that small towns like Marree breed big people and towns like Marree have had and will have an influence on the nation far beyond their size, for Marree has for a long time been in the forefront of development and from its inception a transport and supply town.”

These few words sum up the main cycles of Marree’s history and the contribution made to it by Aborigines, Afghans and white migrants who called Marree home.

Something we will have to look forward to after a day of dusty travel will be the hot artesian outdoor spa!

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Day 7 – Clayton Station to Mungerannie

Route	Birdsville Track
Accommodation	Mungerannie Hotel, camping and cabin Phone: 08 8675 8317
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Fuel and limited supplies
Permits	Not required

As we head north along the track today we will pass a number of stations that up until now have only been places on a map. These include Dulkaninna and Etaduna.

We will call into Etaduna and obtain permission and directions to visit the Killakpaninna Mission Ruins, a side trip that will take us for a short distance to the north-west amongst the sand dunes.

The Bethesda Mission was established at Lake Killalpaninna, although I suspect there are long periods of time between the Lake seeing any substantial water, if any at all.

Continuing our journey north we will arrive at the Mungerannie Pub where we will base ourselves for two nights. The pub and store were established by Richard Sullivan and his wife in 1886 and they remained until 1889.

I'm sure we'll enjoy a beer or two under a sky full of stars and we'll drink a toast to those who have passed this way in days long gone, and a toast to those who are absent...

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Day 8 – Mungerannie

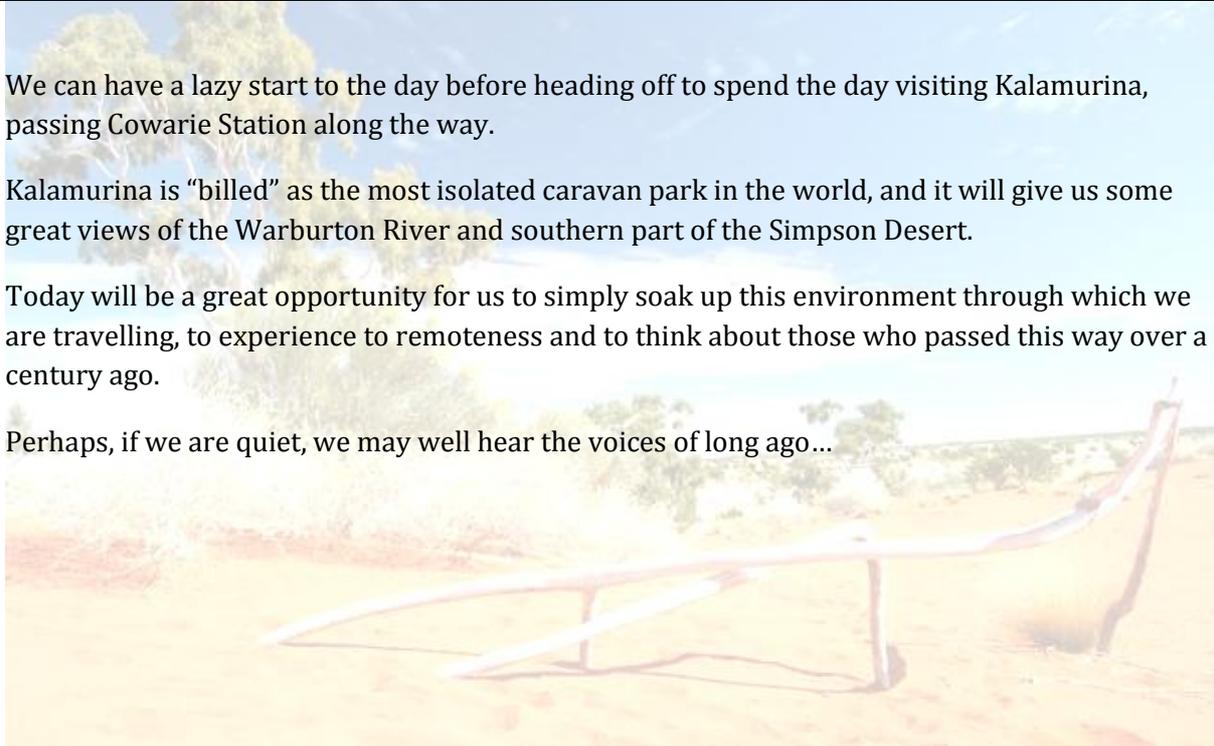
Route	Mungerannie to Kalamurina (return)
Accommodation	Mungerannie Hotel, camping and cabin Phone: 08 8675 8317
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Fuel and limited supplies
Permits	Not required

We can have a lazy start to the day before heading off to spend the day visiting Kalamurina, passing Cowarie Station along the way.

Kalamurina is “billed” as the most isolated caravan park in the world, and it will give us some great views of the Warburton River and southern part of the Simpson Desert.

Today will be a great opportunity for us to simply soak up this environment through which we are travelling, to experience remoteness and to think about those who passed this way over a century ago.

Perhaps, if we are quiet, we may well hear the voices of long ago...



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Day 9 – Mungerannie to Birdsville

Route	Birdsville Track
Accommodation	Birdsville Caravan Park, camping and cabin Phone: 07 4656 3214
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Fuel and most supplies
Permits	Not required

Birdsville is a town that will need any introduction and its appearance on the horizon will signify that our journey along the Birdsville Track is coming to an end.

But there is much to see and experience in this small outback town, and of course we will eventually gravitate to its epicentre, the pub!

After bidding farewell to Mungerannie our journey will continue along the dusty road towards Clifton Hills Station, at which point we may be able to travel the “inside” track, depending on conditions prevailing at the time.

Not too far south of Birdsville we will cross the border into Queensland and make our way to the caravan park on the banks of the Diamantina River.

Until 1882, Birdsville was known as Diamantina Crossing and was set up to collect tariffs on goods passing between South Australia and Queensland. A man by the name of Burt opened a store and it was given the name Burtsville, which was subsequently changed to Birdsville.

Of course the town is most famous for its annual race day and the running of the Birdsville Cup in the first week of September, a race that was first run in 1882!

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Day 10 – Birdsville to Innamincka

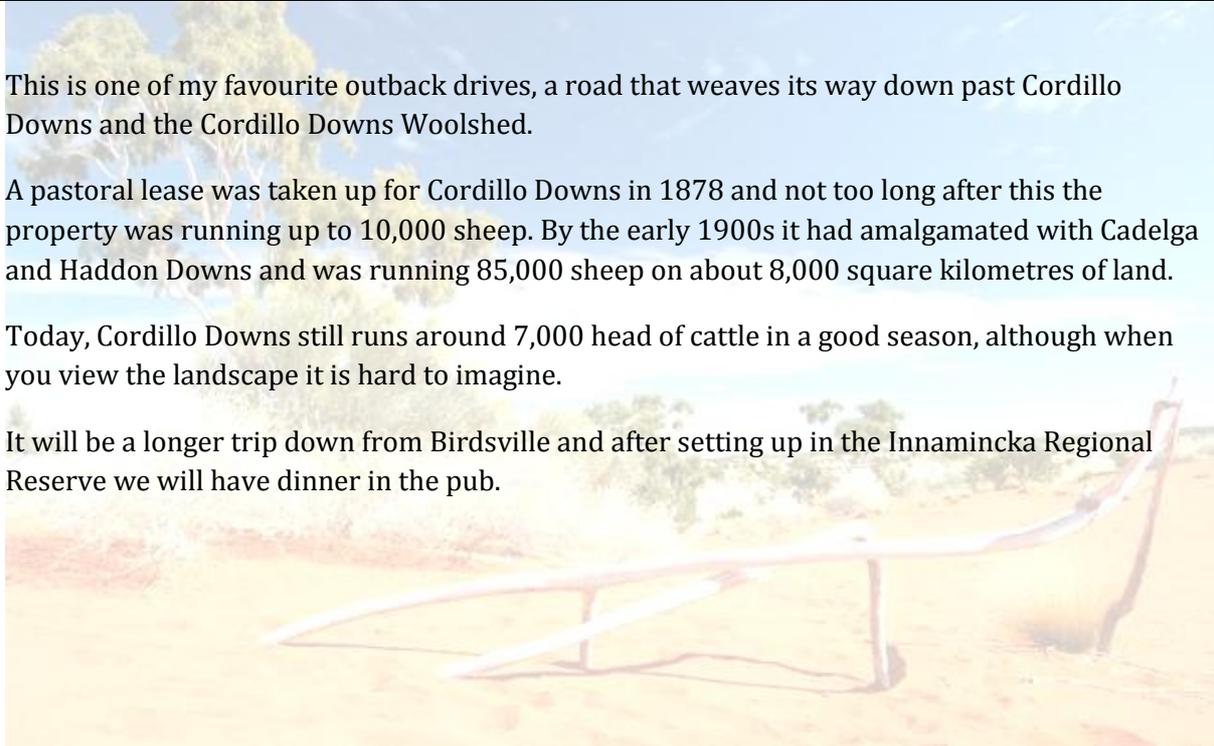
Route	Birdsville Development Road and Cordillo Downs Road
Accommodation	Innamincka Reserve and Pub Phone: 08 8675 9901
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Fuel and most supplies
Permits	Not required

This is one of my favourite outback drives, a road that weaves its way down past Cordillo Downs and the Cordillo Downs Woolshed.

A pastoral lease was taken up for Cordillo Downs in 1878 and not too long after this the property was running up to 10,000 sheep. By the early 1900s it had amalgamated with Cadelga and Haddon Downs and was running 85,000 sheep on about 8,000 square kilometres of land.

Today, Cordillo Downs still runs around 7,000 head of cattle in a good season, although when you view the landscape it is hard to imagine.

It will be a longer trip down from Birdsville and after setting up in the Innamincka Regional Reserve we will have dinner in the pub.



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Day 11 – Innamincka

Route	Innamincka to Coongie Lake (Return)
Accommodation	Innamincka Reserve and Pub Phone: 08 8675 9901
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Fuel and most supplies
Permits	Not required

The Innamincka region is probably best known because of the tragedy of the Burke and Wills Expedition. But it is an area of vast and dramatic landscapes, and is one of the reasons many travel to the area each year.

It is also the centre of large scale oil and gas exploration.

If conditions permit we will take a drive to Coongie Lake. Situated approximately 100-kilometres from Innamincka the Coongie Lakes system covers 25-square kilometres and fills to a depth of around 2-metres.

This arid wetland plays host to a diversity of wildlife including native birds, fish, reptiles, and frogs and transforms into a breeding ground for an enormous number of migratory birds from around the world.

As we make our way to the Lake we will pass Kudriemitchie Outstation, which is situated nearby to a permanent waterhole on the Cooper Creek.

And we will leave plenty of time to get back to camp where we enjoy a roast dinner by the edge of the Cooper Creek, and if we are lucky, witness a spectacular outback sunset!

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Day 12 – Innamincka to Tibooburra

Route	Epsilon Station, Warri Gate, Tibooburra on dirt roads
Accommodation	Family Hotel and Camp ground Phone: 08 8091 3314
Facilities	Amenities block, toilets, hot showers
Fuel & Supplies	Fuel and most supplies
Permits	Not required

Our drive to Tibooburra will be through some spectacular countryside, remote and vast, and we will cross through the “dog-proof” fence at Warri Gate, just to the north of the Sturt National Park.

Before arriving at the dog-fence we will pass Epsilon Station a working organic cattle property set amongst the sand dunes of the Simpson Strzelecki Sand Dunes and not far from the country first explored by Captain Charles Sturt.

Numerous explorers’ have visited the Tibooburra region over the years, most notably by Charles Sturt as he went in search of an inland sea.

And it has had its fair share of modern day visitors, including Clifton Pugh, a famous Australian artist, who actually painted a mural on the walls of the Family Hotel; in fact he even owned it at one time.

We will stay nearby to the hotel and spend some time visiting the museum in town that has a wealth of information on Australia’s original inhabitants.

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Day 13 – Tibooburra to Trilby Station

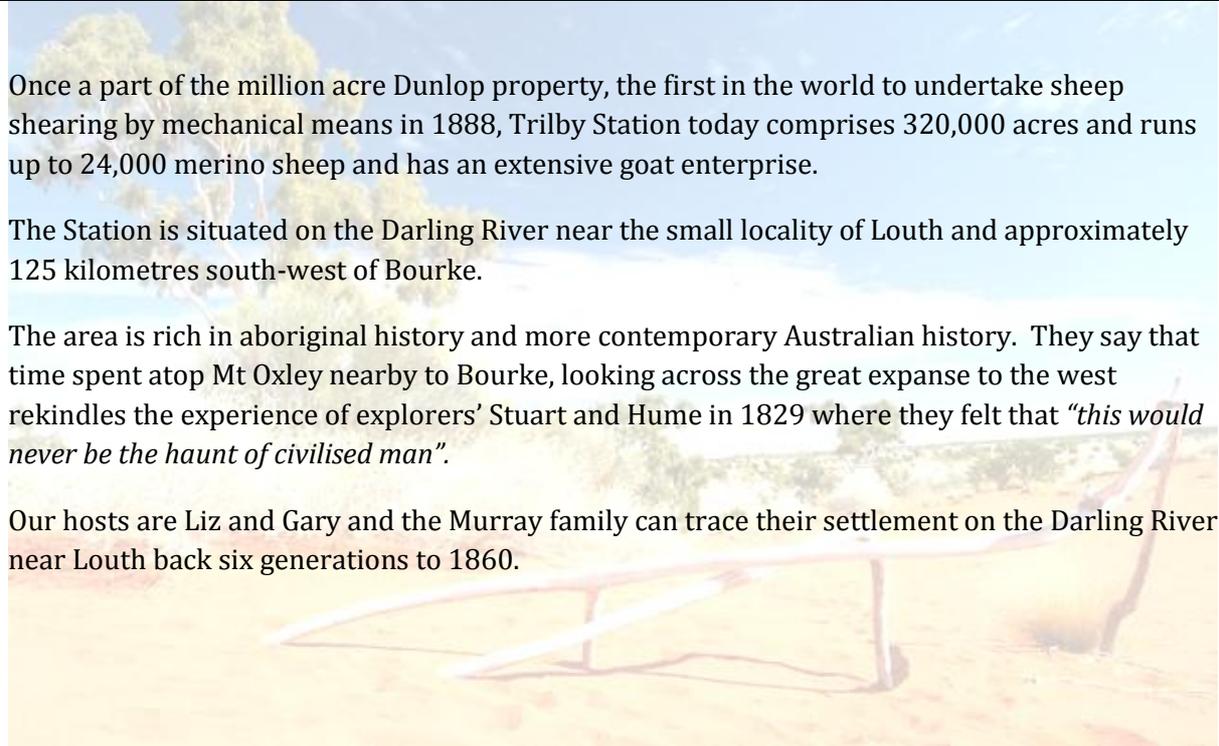
Route	Wannaring, Louth – all on dirt road
Accommodation	Trilby Station, camp by the Billabong 02 6874 7420
Facilities	Amenities block near homestead, toilets, hot showers
Fuel & Supplies	Limited supplies Louth, nearest major centre is Cobar. Water available
Permits	Not required

Once a part of the million acre Dunlop property, the first in the world to undertake sheep shearing by mechanical means in 1888, Trilby Station today comprises 320,000 acres and runs up to 24,000 merino sheep and has an extensive goat enterprise.

The Station is situated on the Darling River near the small locality of Louth and approximately 125 kilometres south-west of Bourke.

The area is rich in aboriginal history and more contemporary Australian history. They say that time spent atop Mt Oxley nearby to Bourke, looking across the great expanse to the west rekindles the experience of explorers' Stuart and Hume in 1829 where they felt that *"this would never be the haunt of civilised man"*.

Our hosts are Liz and Gary and the Murray family can trace their settlement on the Darling River near Louth back six generations to 1860.



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Day 14 – Trilby Station

Route	Trilby Station
Accommodation	Trilby Station, camp by the Billabong 02 6874 7420
Facilities	Amenities block near homestead, toilets, hot showers
Fuel & Supplies	Limited supplies Louth, nearest major centre is Cobar. Water available
Permits	Not required

Today we will drive to Toorale National Park which is situated about 50-kilometres from Trilby.

The property has a magnificent homestead although it is in a serious state of disrepair, and if we are able to arrange it, we will visit the old woolshed and see where the famous Australian poet and writer, Henry Lawson worked for a time.

The homestead, with a glass-ceiling ballroom, sprawling verandahs, wonderful gardens and hand-painted wallpaper.

Set at the confluence of the *Warrego and Darling Rivers* it remains a place of cultural significance to Australia's first people, specifically the traditional owners, the *Kurnu-Baakandji / Paakantji People*.

On our way back to Trilby we will stop off at the small township of Louth to witness a remarkable occurrence as the sun sets on the surrounding land.

Mary Matthews died at Louth aged 42 years and a magnificent Victorian granite monument that holds a Celtic Cross above her resting place was so skillfully designed and positioned that at sunset each day it reflects the sun's image into the village. On the 19th of August, the anniversary of her death, the reflection can be seen from *The Retreat*, which was her home.

Of course, we will drink a toast to Mary at Shindy's Pub, after all Mary's husband, Andrew Matthew's or T.A. as he became known, was the founder of Louth and opened the first public house, the Daniel O'Connell.

Louth was an important staging post for goods travelling along the Darling River, today; it is mostly known for its annual race meeting, which was first held in 1959.

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Day 15 – Trilby Station to Narromine

Route	Cobar, Nyngan – a mixture of dirt and bitumen road
Accommodation	Narromine Tourist Park, Narromine Airport Phone: 02 6889 2129
Facilities	Amenities block, toilet, hot showers
Fuel & Supplies	Full supply
Permits	Not required

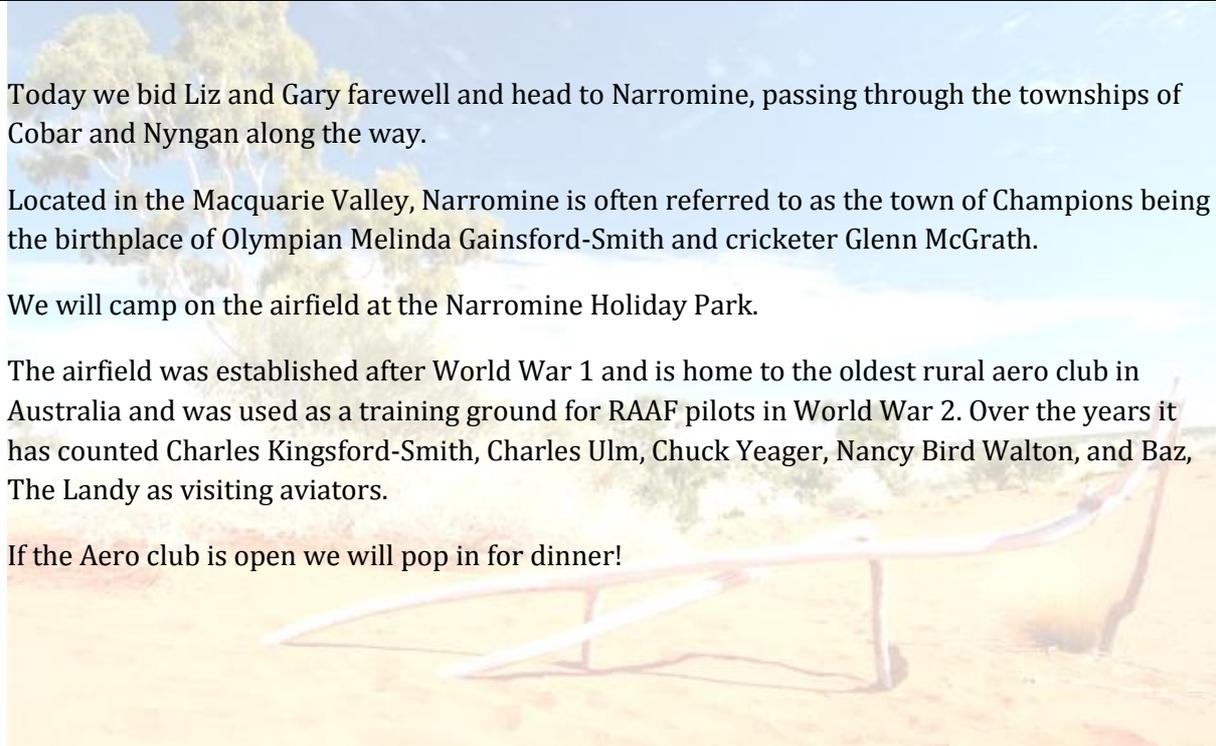
Today we bid Liz and Gary farewell and head to Narromine, passing through the townships of Cobar and Nyngan along the way.

Located in the Macquarie Valley, Narromine is often referred to as the town of Champions being the birthplace of Olympian Melinda Gainsford-Smith and cricketer Glenn McGrath.

We will camp on the airfield at the Narromine Holiday Park.

The airfield was established after World War 1 and is home to the oldest rural aero club in Australia and was used as a training ground for RAAF pilots in World War 2. Over the years it has counted Charles Kingsford-Smith, Charles Ulm, Chuck Yeager, Nancy Bird Walton, and Baz, The Landy as visiting aviators.

If the Aero club is open we will pop in for dinner!



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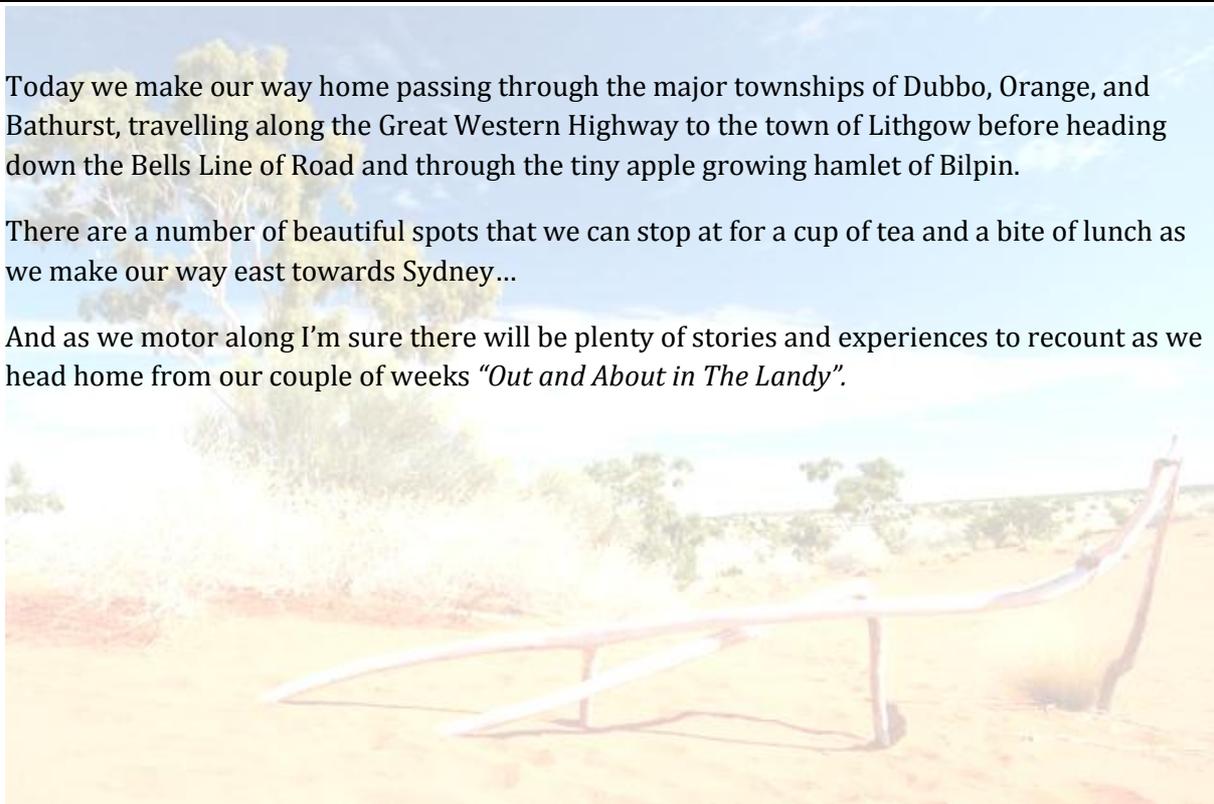
Day 16 – Narromine to Sydney

Route	Great Western Highway, Orange, Bathurst – on bitumen road
Accommodation	Home
Facilities	Home comforts!
Fuel & Supplies	Full supply
Permits	Not required

Today we make our way home passing through the major townships of Dubbo, Orange, and Bathurst, travelling along the Great Western Highway to the town of Lithgow before heading down the Bells Line of Road and through the tiny apple growing hamlet of Bilpin.

There are a number of beautiful spots that we can stop at for a cup of tea and a bite of lunch as we make our way east towards Sydney...

And as we motor along I'm sure there will be plenty of stories and experiences to recount as we head home from our couple of weeks *"Out and About in The Landy"*.



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Appendix A – The trip in some more detail



Appendix A - The Trip in More Detail

All times are AEST

Date	Sunrise	Sunset	Travelling		Planned Distance	Projected Ave Speed	Planned Stop Time	Projected Drive Time	Projected Travel Time	Departure Time	Expect to Arrive	
			From (Starting From)	To								
Saturday, 12 April 2014	6:15	17:55	Sydney	Nyngan	610	80	2:30	7:37	10:07	5:47	15:55	
Sunday, 13 April 2014	6:30	18:15	Nyngan	Broken Hill	590	95	2:00	6:12	8:12	8:02	16:15	
Monday, 14 April 2014	6:55	18:25	Broken Hill	Wilperna Pound	440	90	2:30	4:53	7:23	9:01	16:25	
Tuesday, 15 April 2014	7:05	18:25	Wilperna Pound	Wilperna Pound	50	50	0:00	1:00	1:00	15:25	16:25	
Wednesday, 16 April 2014	7:05	18:30	Wilperna Pound	Wilperna Pound	200	75	2:00	2:40	4:40	11:50	16:30	
Thursday, 17 April 2014	7:05	18:25	Wilperna Pound	Clayton Station	335	80	2:00	4:11	6:11	10:13	16:25	
Friday, 18 April 2014	7:05	18:25	Clayton Station	Mungerannie	200	80	2:30	2:30	5:00	11:25	16:25	
Saturday, 19 April 2014	7:00	18:25	Mungerannie	Mungerannie	120	60	2:00	2:00	4:00	12:25	16:25	
Sunday, 20 April 2014	7:00	18:15	Mungerannie	Birdsville	310	80	2:30	3:52	6:22	9:52	16:15	
Monday, 21 April 2014	6:55	18:15	Birdsville	Innamincka	410	80	2:00	5:07	7:07	9:07	16:15	
Tuesday, 22 April 2014	6:55	18:05	Innamincka	Innamincka	215	70	2:30	3:04	5:34	10:30	16:05	
Wednesday, 23 April 2014	6:55	18:00	Innamincka	Thioburra	280	80	2:30	3:30	6:00	10:00	16:00	
Thursday, 24 April 2014	6:45	17:50	Thioburra	Tilby	395	80	0:00	4:56	4:56	10:53	15:50	
Friday, 25 April 2014	6:45	17:50	Tilby	Tilby	115	80	0:00	1:26	1:26	14:23	15:50	
Saturday, 26 April 2014	6:45	17:35	Tilby	Narromine	410	85	2:00	4:49	6:49	8:45	15:35	
Sunday, 27 April 2014	6:35	17:20	Narromine	Sydney	415	95	2:00	4:22	6:22	8:57	15:20	
					5,095	81.9	29:00:00	62:13:01	91:13:01			

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Appendix B – Fuel and travel summary

Pax	4	Number	Trip Distance	5,095	Kilometres
Arrive prior sunset	2:00	Hours	Driving Time	62:13:01	Hours
Fuel Capacity - Litres	130	Litres	Average Speed	81.9	KPH
Fuel Average	12.9	Litres	Vehicle Range - Fuel	840	Kilometres
Fuel - Variance	20.0%	Percentage	Kilometres per Litre	6.5	Kilometres
Fuel Cost	\$1.75	Cpl	Fuel Requirement	789	Litres
Water per pax / day	5.0	Litres	Fuel Cost	\$1,380.24	Projected
Water Reserve	2.0	Days	Water Minimum	60	Litres



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