

Public access routes to pastoral land in South Australia

Public access routes are established under the Pastoral Land Management and Conservation Act 1989 to provide public access over pastoral land without the need for travellers to ask permission from the lessee.

A network of 24 public access routes has been established.

Public access routes are not roads or part of the formal road network. They are unimproved and unsurfaced dirt tracks intended to provide four wheel drive access in dry conditions only.

Short routes, including Arkaringa Hills (2km), Curdimurka (1km) and Strangways Springs (2.5km), are traversable by a two wheel drive.

Always drive with caution on public access routes. Towing trailers and caravans is not recommended.

The condition of a public access route can change rapidly and seasonally, with rain, flooding or the accumulation of sand drifts due to strong winds making them impassable. It can also decline quickly during high traffic periods.

Surfaces can change rapidly and travellers should take into account changing soil types, topography and creek crossings. They can often be heavily corrugated and have holes filled with bull-dust.

The public access routes are usually part of the network of tracks used by the lessees to manage their pastoral properties and can be used by a range of vehicles including trucks, semi-trailers and road-trains, as well as for droving stock. As public access routes are not fenced, be aware of wandering livestock, especially near yards and waterpoints.

The consent of the lessee is required to access areas of pastoral lands that are not part of the public access route network. Use the Pastoral Lease Access Request Form to request access.

For more information about public access routes in South Australia:

Freecall: 1800 678 447

Fax: (+61 8) 8303 9320

GPO Box 1047

Adelaide SA 5001

Algebuckina Bridge & Waterhole

Algebuckina Bridge was built over the Neales River to allow the Ghan train to cross during floods.

Directions: The Algebuckina Bridge is easily accessible from the Oodnadatta track, approximately 56km south of Oodnadatta and 220km north of William Creek. A campsite has been established on the east side of the Oodnadatta track, approximately 1km from the bridge.

Length: 500m to the bridge and 1.5km to the waterhole and campsite.

Camping: Camping is restricted to the campsite 1km east of the bridge. Please remove all rubbish and bury human waste well away from the water hole.

Safety: Do not attempt to walk across the bridge. Remain within the safety barricades. Do not attempt to travel when the track is wet.

Arckaringa Hills

At the end of the track a well defined walking track has been constructed through the hills, providing spectacular views of the mesas and buttes which characterise the "painted desert" area.

Despite the arid climate, good examples of mulga and emubush vegetation communities exist, with spectacular displays of everlasting daisies and parakeelya after winter rains.

Do not attempt to drive off the formed track – this landscape is easily damaged by vehicle tracks and may take decades to recover.

Directions: Accessible from the Oodnadatta to Arckaringa track. Take the turnoff towards Arckaringa, approximately 50km from Oodnadatta. The public access route is located approximately 30km along. Alternatively, it is 10km from Arckaringa Homestead, where the route turns to the north from near a fence line.

Length: 2km

Camping: No camping allowed on the public access route. A camping area is provided at the Arckaringa Homestead.



Safety: A two wheel drive vehicle can be used on this track. However, if rain is forecast or threatening, it is advisable to leave the area, as heavy rains can cut the Oodnadatta to Coober Pedy track via Arckaringa for up to a week.

Artimore & Patawarta Gap

This route traverses scenic vegetation and landforms in valleys typical of the central Flinders Ranges. These include grasslands, shrublands, blackoak pine and mallee communities.

Directions: To access Patawarta Gap, take the turnoff a few kilometres east of Moolooloo Homestead. There is no public access beyond the Narrina Station boundary fence along this track without prior permission from Narrina Station, however the Artimore public access route is a through route to the Narrina / Bliman main road.

Length: The Artimore route is 26km in length, while Patawarta Gap route, branching off from the Artimore route is 12km return.

Camping: Camping is allowed within 50m of the routes, but not within 500m of any stock watering point and or one kilometre of any station, homestead or other building. There is a camping area near the Artimore Homestead ruins.

Do not camp in creek beds.

Safety: A high clearance 4WD vehicle is required at all times, as there are numerous creek crossings and washouts are common. This track is considered to be challenging and should only be attempted by experienced 4 wheel drive operators.

Please notify Narrina station if you intend to walk off this route e.g. to climb Patawarta Hill.

Beresford Bore

Directions: Beresford bore is situated on the Oodnadatta track approximately 150km north of Marree and 49km south of William Creek. Beresford ruin and bore is easily accessible from the main Oodnadatta track.

Length: 500m from the main track to the ruin and bore.

Camping: Camping is permitted at the site however all rubbish must be removed. There are no collection facilities in this area.

Safety: Avoid disturbing the cattle that water at the dam. Keep off the track when wet. About: Beresford was one of a number of refilling stations for the old Ghan rail link between Port Augusta and Alice Springs.

Copper King & Cooper King Mine

While mining activities have ceased at the Perilya Zinc Mine, some staff are still located on site.

The Mine Manager requests that all visitors report to the administration centre prior to proceeding along the track to Copper King Mine. An alternative route (signposted) has been established, as the original track is now part of the mining activities and is currently obstructed by a stockpile of ore.

Directions: Easily accessible via a bitumen road approximately 17km south of Leigh Creek. Take Beltana Road and access via Perylia Zinc Mine.

Length: 5km

Camping: Camping is permitted adjacent to the creek line at Ajax bore.

Safety: The track is rough in places and a high clearance 4WD vehicle is recommended.

For further information about the Perilya Zinc Mine:
<http://www.perilya.com.au/ourbusiness/development/flinders>

Curdimurka & Strangways Springs

These short routes provide access to points of interest off the Oodnadatta track.

The Curdimurka site has a restored section of old Ghan railway track, which crosses one of the main watercourses in the region.

Strangways Springs is the site of a repeater station on the Overland telegraph line and an old sheep station.

This track runs off the Oodnadatta track near the Wamba Kardabu Conservation Park on Anna Creek Station. The route runs past an enclosure where the rare plant *Hemichroa mesembryanthema* (Shrubby Pigface) is protected from grazing by stock.

The Strangways Springs site is a registered State Heritage site. The whole area is fenced from stock grazing and the ruins of the repeater station, other buildings and the stone yards used for sheep shearing have been preserved.

Due to a reduction in pressure in the Great Artesian Basin in this area the springs have ceased active flow.

Directions: The Strangways Springs turnoff is 66km southeast of William Creek on the Oodnadatta Track, or 56km northwest of the Borefield Road turnoff. The Curdimurka turnoff is 22km west of the Borefield Road turnoff on the Oodnadatta Track.

Length: Curdimurka - 1km, Strangways Springs - 2.5km

Camping: Informal camping is permitted at the terminus of the Curdimurka route, however, please bring your own firewood or use fuel stoves. Camping is not permitted at the Strangways Springs ruins.



Safety: Ensure you have sufficient food and water supplies and reliable communication (satellite phone or HF radio with RFDS frequencies) when travelling the Oodnadatta Track, particularly during the warmer months (November to March).

Gawler Ranges National Park

This route is a well formed road through mallee and western myall woodland, with an understorey of bluebush and bluebush daisy. As the route travels through a working pastoral property, please respect the stock and any infrastructure that you encounter.

Directions: This track provides access to the Gawler Ranges National Park from Kimba, or the Gawler Ranges Road via Yardea. The turnoff is approximately 60km from Kimba and 15km north of Buckleboo Station Homestead.

Length: 20km to the park boundary and the end of the route. Approximately 27km to the Paney Homestead (Rangers Residence) within the park.

Camping: Camping is permitted at Paney Homestead in the park. Please do not camp along the access route to the park.

Safety: Please ensure you have adequate food and water in case of breakdown as traffic is sparse during the summer months. Ensure vehicle is equipped with adequate spares and that you have a satellite phone or HF radio.

K1 - Warburton Crossing

The name "K1" is taken from a notation used by seismic survey teams when installing shot-lines for oil and gas exploration in this region.

This track provides access to the Simpson Desert Regional Reserve and Conservation Park from the Birdsville Track near Clifton Hills Station Homestead.

The track traverses the floodplain of the Warburton (Diamantina) River for approximately 60km, with Warburton Crossing itself only about 10 km from the start of the track. Much of this area is canegrass or lignum country with deep cracking clay soils. It is very rough in some stretches due to the "crabhole" nature of these soils when dry.

Good examples of coolabah woodland occur in the interdune swales in the northwestern edges of the floodplain. Forests of dead trees bear testimony to the harsh environment and length of time between good floods down this river system.

Some of the most massive sandridges to be found in the Simpson Desert occur about 60-80km from the Birdsville track along this route.

Directions: Access is from the Birdsville track, approximately 100km north of the Mungerannie Hotel. A

signposted turnoff is located just to the south of a fence crossing (grid) about 10 kilometres south of the Clifton Hills Homestead turnoff. The Warburton Crossing itself is located approximately 10km from the start of the route.

The route provides access to the start of the Simpson Desert Regional Reserve. A Desert Parks Pass is required and is available from National Parks. The Simpson Desert Regional Reserve and Conservation Park is closed annually from Dec 15 until March 15.

Length: Approximately 80km

Camping: Camping is permitted 250m either side of the route. Camping is prohibited within 500m of any stock watering point.

Safety: Vehicles attempting to cross the Simpson Desert should be well equipped for remote areas with a satellite phone or HF radio with RFDS frequencies. It is inadvisable to take a trailer or any towed vehicle into the desert.

Information on attempting a Simpson Desert Crossing can be obtained from the Desert Parks information line 1800 816 078

Lake Cadibarrawirracanna

Lake Cadi for short is an inland drainage basin. The track terminates at a point overlooking one of the creeks feeding into the lake.

Other features of this route are the often prolific wildflowers in the sandy dunefields around the lake after winter rains, and the spectacular flowering of the fankenias on the salty ground during spring.

Directions: Accessed from the Coober Pedy to William Creek Road. Approximately 88km east of Coober Pedy, or 77km from William Creek.

Length: 6.5km

Camping: Camping is permitted at the terminus of this route, by the saline creekline feeding into the Lake from the south. Please bring your own firewood or use a fuel stove.

Safety: This area is very soft, and easily damaged; it is also treacherous for vehicles and walking for help from this locality would be a lifethreatening experience in hot weather. The water in the creek is too salty to drink.

Do not attempt to drive further north or onto the lake shore or the lake itself.

Lake Eyre - Halligan Bay lookout

This track provides access to Lake Eyre North from the western side, through Anna Creek Station and terminates at a prominent point which cuts out into the lake to the north of Halligan Bay. Halligan Point is another 10km north.



Main features along the track include vast dunefields - low spreading sand ridges, and wide interdune flats with pastures of annual plants after rain and various perennial grasses and shrubs, including mitchell grass and low bluebush.

The track goes past several flowing bores - please do not interfere with these as they provide the only stock water in an area of very low rainfall.

Around the margins of Lake Eyre are spectacular residuals (erosion landforms) covered by black gibber stones - remnants of when a much larger inland sea covered the area.

Directions: The start of this public access route is located approximately 7km southeast of William Creek on the Oodnadatta Track.

Length: Approximately 62km

Camping: Camping is permitted along the route or within 250m of it, but not within 500m of a stock watering point or 1km of any station building. Once in the park, camping is only allowed where indicated near Halligan Point.

Safety: The public access route is classed as four-wheel drive but should not be attempted during summer or if rain has fallen or is forecast for the area. This can be an arduous and difficult trip given the distance and the highly variable, rough and heavily corrugated surface. Drive slowly as there may be holes filled with bull-dust that are hard to see or anticipate. The condition of this public access route can decline during high traffic periods.

Stay on the track and do not attempt to drive onto the lake surface. Driving on the Lake surface is an offence and is dangerous.

Ensure you have adequate food and water for your trip and are equipped with a UHF radio for contact with surrounding stations, or satellite phone.

Lake Eyre - Level Post Bay via Muloorina

Level Post Bay was named by Warren Bonython in 1949 when he used a "level post" to monitor water levels in the "great flood of 1949 - 50". At or near this point the water reaches the greatest depth when Lake Eyre North floods, as occurred during 1974 - 75, when a water depth of 6.6m was recorded.

The route traverses typical gibber plains and sandy rises before running along the northeast shore of Lake Eyre South, along the Goyder Channel and terminating at Level Post Bay in the Madigan Gulf of Lake Eyre North.

Directions: Located northwest of Muloorina Homestead, which is situated approximately 50km northwest of Marree.

Length: 51km

Camping: It is recommended that visitors use the serviced camping site at the Frome Creek Waterhole near Muloorina Homestead. The camping fee is donated to the Royal Flying Doctor Service. No camping at Level Post Bay.

Safety: No other services are provided here. Please ensure you have adequate food and water for your trip, and are equipped with a UHF radio for contact with surrounding stations (channel 30, or channel 7 repeater), or satellite phone in case of breakdown.

Stay on the track and do not attempt to drive onto the lake surface. Driving on the Lake surface is an offence and is dangerous.

Lake Gairdner National Park

A fully restored and working example of one of the original catchment tanks (Waltumba or Sisters Tank) can be seen at the turnoff. These tanks caught run off water from the nearby road and stored it underground to prevent evaporation, thus enabling the surrounding pastoral land to be developed for sheep grazing.

Water was pumped from this tank using a hand pump similar to the one installed now. This tank should not be relied upon to provide water as it does not always have water in it. Boil the water if you intend to use it for drinking or cooking.

The track provides the only public access point to Lake Gairdner. This 5500km² lake is one of three salt lakes comprising the Lake Gairdner National Park. The lake consists of a hard salt crust of varying thickness, with approximately 315 islands up to 65km² in size.

At the terminus of the track near the lake, a walking trail has been developed to a lookout on a granite hill overlooking the coastline providing stunning views of the granite islands studded across the lake surface.

Directions: This short track is off the Kingoonya to Iron Knob Road, about 25km north of the Pondanna out station ruins (Yardea Station turnoff).

Length: 2.5km

Camping: A natural camping area is provided - take note of signs. No facilities are available. Keep the area tidy and keep fires small to conserve wood supplies.

Safety: Do not attempt to drive on the lake surface; apart from the risk of bogging, vehicle tracks will spoil the natural appearance of this unique area.

Mungerannie Bore

Mungerannie Station is watered by three artesian bores and supplemented by groundwater from a network of creeks that mainly head in the table-top and gibber country as well as periodic floods in Cooper Creek.



The Mungerannie Artesian Bore was put down in 1900, being drilled to a depth of 1027m. The temperature of water from the bore is 86°C with a shut-in pressure of 94 psi. There is approximately 100km of pipeline on the property.

Historically, water from the bore flowed uncontrolled, the unintentional result of which was the creation of the Mungerannie wetlands. Concerned about the effects of the loss of water from bores like Mungerannie on the Great Artesian Basin, the South Australian Government and pastoralists pursued a policy of capping uncontrolled bores - which resulted in the establishment of the Mungerannie Demonstration site, designed to illustrate best practice in stock water management in the Great Artesian Basin.

Directions: Mungerannie Demonstration Bore is approximately 2km northeast of the Mungerannie Roadhouse and is accessible via the Mungerannie Homestead.

Length: Approximately 1km from Mungerannie Homestead.

Camping: Camping is not permitted along the public access route but available at the wetland. Contact Mungerannie Hotel for more information: <http://www.mungeranniehotel.com.au/mungerc ontact.htm>

Nuccaleena Mine

The country traversed is diverse and scenic, with good views over surrounding ranges. Vegetation is mainly low shrubland of hopbushes and soapbush, with patches of native pine, traversed by red gum creek lines.

En route to the mine site, the track provides access to the historic Tam O'Shanter (Bushmans) Hotel. Do not disturb the fragile stonework on these buildings.

Heritage SA have provided interpretive information and a map of the site near the entrance gate at the car parking area at the terminus of the track.

Directions: Travelling west turn off the Blinman - Moolooloo Homestead Road approximately 4km south of Moolooloo.

Length: 14km

Camping: Camping is permitted in the area provided near the site of the mine ruins.

Safety: The track surface is rough and rocky in places. A 4WD vehicle with high clearance is essential as there are numerous sharp creeks and frequent washouts.

The Nuccaleena mine site has many open cut mine areas and deep shafts. Exercise extreme care when walking around the site.

If you intend to access the underground adit (horizontal shaft), ensure you have a hardhat and torch. Do not go past the safety barrier.

Old Peake Telegraph Station

This rough four-wheel drive track heads east through the Denison Ranges. These ranges are an outlier of the Flinders Ranges and contain a stunning array of ancient rock types.

There are several creek crossings and once through the range, the track turns south and runs past a number of mound springs - natural outlets for water from the Great Artesian Basin.

The Old Peake telegraph station was one of a number of settlements set up to ensure effective operation of the Adelaide to Darwin overland telegraph line, completed in 1876.

The stone buildings at the site have been partially restored, stabilised and interpreted by Heritage SA. Adjacent to this site is the "Copper Top" mine. A walking track provides access up the creek line to the west of the ruins complex.

Directions: Approximately 95km south of Oodnadatta along the Oodnadatta track or 110 kilometres north of William Creek.

Length: 16km

Camping: Camping is no longer permitted on the creek line near the ruins complex.

Safety: This is a very remote area and it is essential that you have an adequate food and water supply in case of breakdown. Also ensure your 4WD vehicle has adequate spares and is equipped with a satellite phone or HF radio with RFDS frequencies.

Pedirka

Named after the railway siding on the old Ghan line which it originally serviced, this route was established to provide access to the Witjira National Park via Dalhousie Springs.

The redgum communities in the Stevenson Creek where the track crosses (east of Pedirka) make attractive photographic subjects. Creeks are lined with Minneritchie (*Acacia cyperophylla*) and gidgee (*Acacia cambagei*) on the gibber plains near the Park boundary.

Directions: Head north from Oodnadatta along the road to Mt Sarah and Hamilton approximately 110 km.

The PAR runs from the terminus of the existing public road at Hamilton Station and traverses downstream and along the north bank of the Hamilton Creek crossing the old Ghan line at Pedirka siding. It is often used as the preferred route to access the Rig Road or French Line in the Simpson Desert National Park via Purnie Bore.



Length: This route is 43km in length and provides access to the Witjira National Park which leads into the Simpson Desert Regional Reserve.

A Desert Parks Pass is required to enter these areas.

Camping: A camp ground has been established at Hamilton homestead with a range of camping facilities available.

The track crosses Stevenson Creek, avoid camping here as it is easy to bog vehicles on the deep sand of the main river channels.

Safety: 4WD vehicles properly equipped for outback travel are needed when accessing Witjira via this route as deep sand drifts, washouts and rough rocky stretches are common.

This track, like other roads in the region, can be rendered impassable by heavy rainfalls for weeks at a time.

Do not attempt to access Dalhousie Springs and the Simpson Desert if significant rain is forecasted or has fallen in the area.

Check the Far Northern and Western Areas Roads report for conditions: Phone: 1300 361 033 Desert Parks: 1800 816 078 <http://www.transport.sa.gov.au/quicklinks/northernroads/northern.asp>

This route traverses both dunes and sandy flood out areas, as well as stony tableland country further to the east. There is limited sight distance in some areas so travel slowly or carry a flag and pole for visibility over dune crests.

Tallaringa

The country traversed by the track is mainly sandy mulga woodlands with some sand ridges, becoming a dunefield further west with dense scrub, marble gum and mallee. Extensive salt lake complexes, remnants of former river systems occur in both South Australia and Western Australia.

Directions: This route begins 44km west of Coober Pedy, along the road to Mabel Creek Station, where there is a detailed information shelter. Drive approximately 1km north along the Old Stuart Highway before heading west at the sign marked "Vokes Hill".

Length: The Tallaringa Route itself is approximately 62km long and provides access to the Tallaringa Conservation Park and the Anne Beadell Highway. The highway is an overgrown track heading west from Mabel Creek in SA to Laverton in WA across the Great Victoria Desert, a total distance of 1296km with no services available.

Camping: Camping is not permitted on Mabel Creek Station - elsewhere it is permitted within 100 metres of the track. Take care with fire, particularly around abundant grass growth.

Safety: Detailed safety advice and approvals needed to traverse this route is provided on an information shelter near Mabel Creek Homestead on the Old Stuart Highway. The route should only be attempted by properly equipped and maintained vehicles, preferably in a convoy, avoiding the months of November to March inclusive.

Ensure that vehicles have adequate supplies of food and water, have a HF radio with RFDS frequencies, or a satellite phone.

The route west of the dog fence is not maintained and is quite overgrown in many parts with limited sight distances. Watch out for oncoming vehicles, especially in the early morning and late evening.

For further information contact the Coober Pedy Police on phone (+61 8) 8672 5056.

Walkers Crossing

The Walkers Crossing Track provides access from the Strzelecki Track to the Birdsville Track, via Innamincka, without leaving South Australia. It follows the 15 Mile Track in the Innamincka Regional Reserve from Innamincka to the Gidgealpa Homestead Road from Moomba. It then crosses Tirrawarra Gasfield Road and runs north, passing other gasfields, before crossing Cooper Creek at Walkers Crossing. From there it follows Christmas Creek downstream for approximately 15km, before heading generally north westwards across an increasingly arid landscape to the Birdsville Track.

Directions: The Walkers Crossing route can be accessed from either the Birdsville Track or Innamincka. From the Birdsville Track, the entrance is located 72km north of the Clifton Hills Homestead turnoff, or 122km south of Birdsville. The turnoff is not highly visible so keep an eye out for it. From Innamincka, the route can be accessed from the 15 Mile Track, which forms part of the Walkers Crossing route. At the end of the 15 Mile Track, turn north and take the turnoff to the left approximately 8km down the track towards Gidgealpa.

Length: 226km

Camping: Camping is available in the Innamincka Regional Reserve and along Christmas Creek. Use wood sparingly and remove all rubbish. Do not camp on other sections of the public access route.

Safety: Access by high clearance 4WD only. This route can be closed for months after local heavy rains, or when the Cooper system comes down in flood.

Do not attempt this route if rain has fallen or is forecast for the area.

Check the Far Northern and Western Areas Roads report for conditions: Phone: 1300 361 033 Desert Parks: 1800 816 078 or visit: www.dpti.sa.gov.au/OutbackRoads.



Warraweena

This track begins near the Warraweena Station Homestead and traverses the property, through Warraweena gap, terminating at the boundary gate with Narrina.

It is a very picturesque area with fine examples of Central Flinders Ranges vegetation and landforms. These include native pine, gumbarked coolabah and a variety of shrublands dominated by silver wattle (*Acacia rivalis*).

Attractions accessible from the public access route include Mt Hack and Old Warraweena, as well as the yellow-foot rock wallaby colonies near the homestead. The Sandy Camp Pound north of Mt Hack is also worth visiting, together with the rockholes and gorges along the main creek systems in this area.

Directions: Turn off the Hawker to Leigh Creek Road at the Beltana Roadhouse, heading through the historic town of Beltana to Warraweena Sanctuary.

Warraweena is run as a private conservation reserve - a fee is payable to access any area of the property from this or other tracks. No fee applies if you are only staying on the public access route.

Please call in at the homestead before traversing the public access route.

Length: 22 km

Camping: Camping is not permitted along this track without the permission of the landowner. A serviced camping area is provided on this route at Black Range Springs and the base of Mt Hack for a fee. Enquire at the homestead.

Safety: High clearance 4WD vehicles are needed as the track has many steep creek crossings, with areas of the track surface comprising large rocks or where the soils have become eroded and gullied.

