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Tourism Information

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Fuel stations in the Yilgarn

Dunnings Roadhouse—Shell, Gt Eastern Highway, Southern Cross
 BP Southern Cross, Gt Eastern Highway, Southern Cross
 Stallion Fuels, Cnr Antares St and Gt Eastern Highway, Southern Cross
 Bodallin Roadhouse, Gt Eastern Highway, Bodallin
 Yellowdine Roadhouse, Gt Eastern Highway, Yellowdine

RV Point & Potable Water Outlet

The RV dump point is located at the end of Achernar Street, Southern Cross

The use of this dump point is free for any travellers.

On the opposite side of the road is a coin-operated potable water outlet, users must supply their own hose connection if required. There is also a general waste and recycling bin for travellers to dispose of rubbish.

While you're in town....

Dog Park

Come and exercise your four legged companion at our Dog Park, featuring a fully fenced obstacle course with agility and exercise equipment, a water fountain with dog drinking bowl and bench seating. Please ensure you pick up after your four legged friend when you are ready to leave.

The park is located at the corner of Achernar and Sirius Street, next to the RV Point, with plenty of parking.

Swimming Pool

The original Southern Cross swimming pool was located on the current Antares Street block and was built in 1963. The new aquatic centre finished construction late 2020 featuring 3 varying sizes of pools, water guns and fountain, and new amenities and sporting areas.

The pool is open from October until April (weather permitting) each year and staffed with a pool manager.

Entry to the Southern Cross Aquatic Centre (for the 23/24 financial year) **free of charge**.

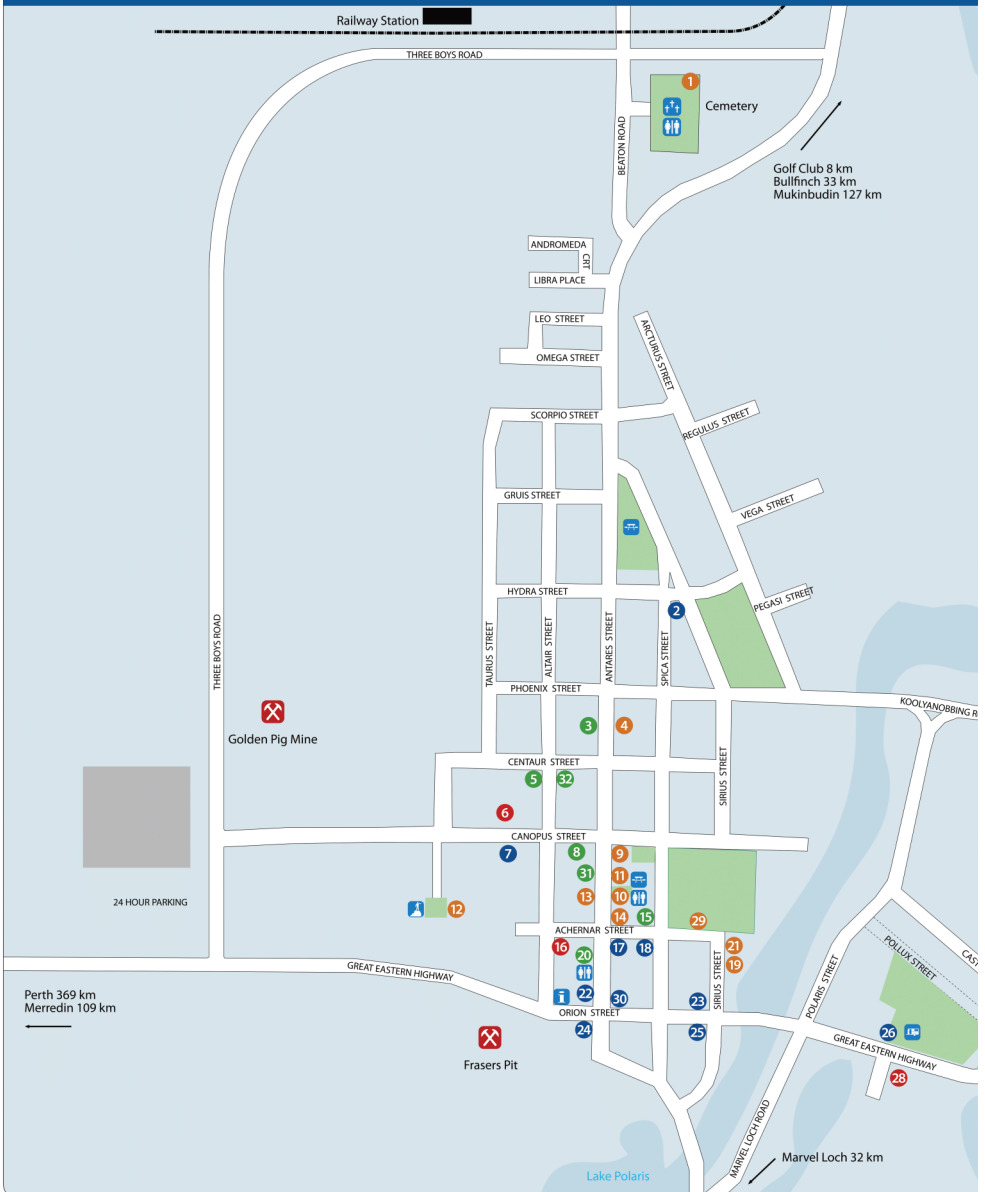
Wimmera Hill Pioneer Monument

Wimmera Hill Pioneer Monument gives a scenic view over the Southern Cross townsite, local mine activity and farming in the area. At the top of the hill there is a large monument with tools (shovel, pick, rake and scythe) representing the start of the Yilgarn—mining and farming. A short 'bush walk' weaves amongst mining machinery, and a plaque provides information about the first gold strike in the area.

Wimmera Hill can be reached by car off Canopus Street, or by a gravel walkway (bush walk route) off Altair Street. Canopus Street intersects Altair, Antares and Spica Streets from Great Eastern Highway, and Three Boys Road, west of town.



Southern Cross





Map Key

Emergency Services

6	Police Station	9081 2100
16	Medical Centre	9049 1147
28	District Hospital	9081 2222
	Harvest Bans and Road Closure Information	9487 8777

Other Services

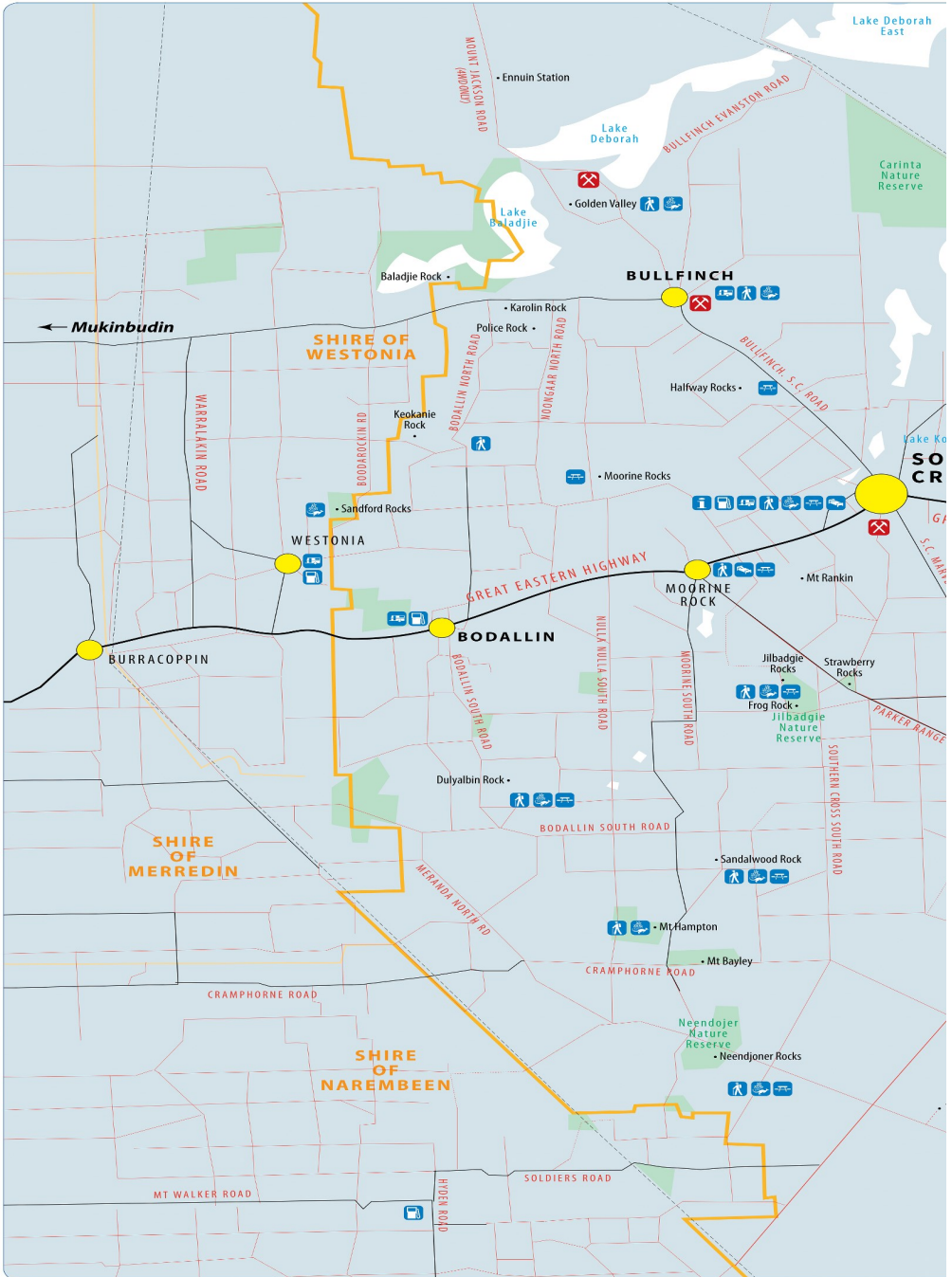
3	Anglican Church
5	Catholic Church
8	Southern Cross CRC
15	Senior Citizen Centre
20	CBD – Cafes, Hairdresser, Hardware & Post Office, Op-shop, Supermarket, Pharmacy
31	Southern Cross District High School
32	St Joseph's Catholic School

Accommodation / Meals

2	Railway Tavern	9049 1030
7	Southern Cross Motel	9049 1144
17	Club Hotel	9049 1202
18	Havcon Engineering Accommodation	9729 1977
22	Southern Cross Coffee Lounge	9049 1434
23	BP Roadhouse and Service Station	9049 1162
24	Palace Hotel	9049 1555
25	Dunnings Roadhouse and Service Station	9049 1168
26	Southern Cross Caravan Park	9049 1212
30	Stallion Fuels / Muzz Buzz	9049 1703

Tourism / Heritage

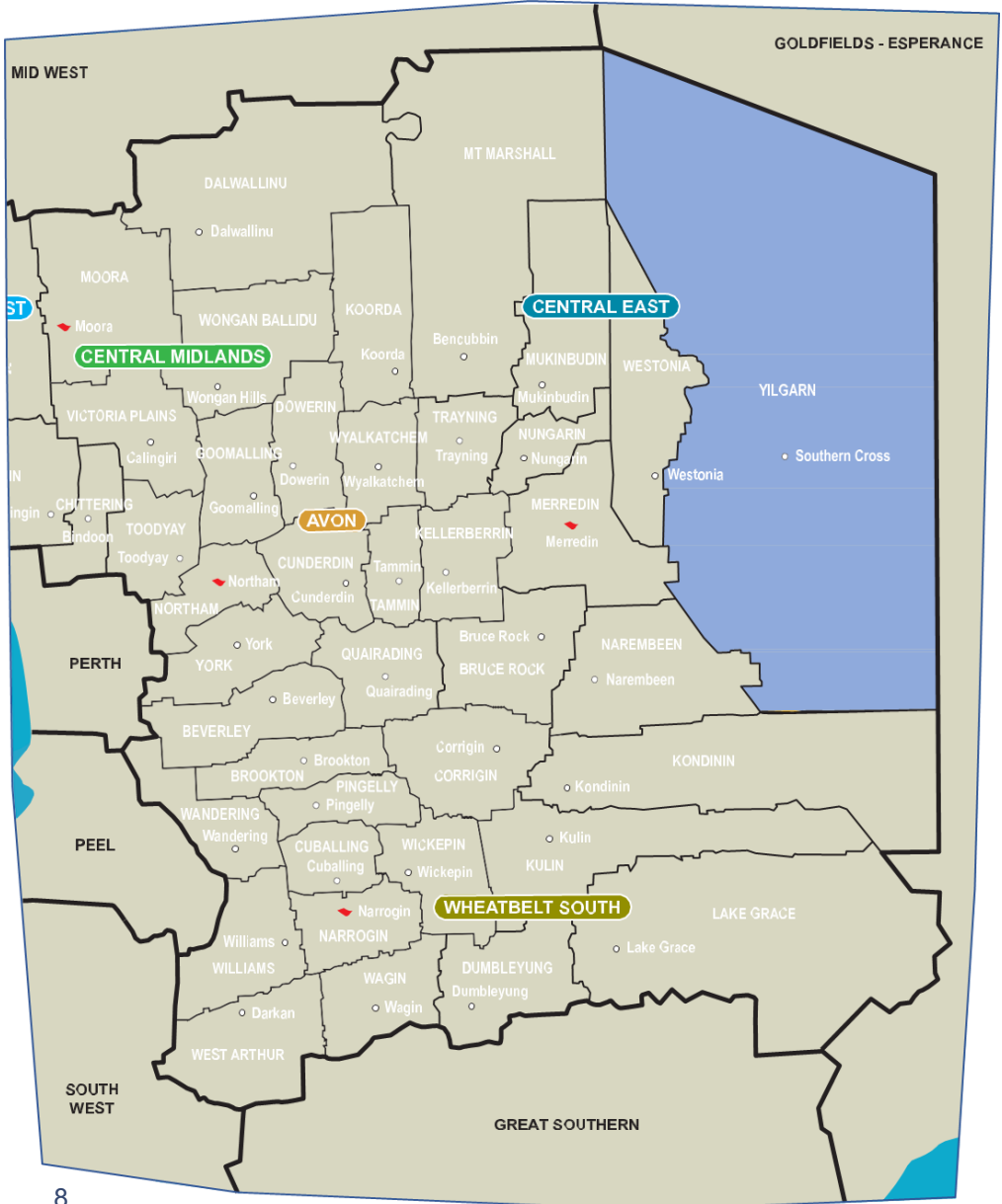
1	Southern Cross Cemetery
4	War Memorial
9	Swimming Pool
10	Free Wifi area
11	Rotary Park
12	Wimmera Hill Pioneer Monument
13	Yilgarn History Museum
14	Shire of Yilgarn Tourist Information Centre / Shire Office
19	Dog Park
21	RV Dump Point and Potable Water Dispenser
27	Southern Cross Pioneer Cemetery
29	Outdoor Gym





Shire of Yilgarn

District Map





Notes

[illegible]

Yilgarn History Museum, Southern Cross

Western Australia's Eastern Goldfields History Began At Southern Cross

Visit the courthouse and the earliest Registrar's Office in Western Australia, now the Museum, built in 1892, where Arthur Bayley registered his claim and Paddy Hannan took out his Miner's Right before he made his famous discovery. Because of this Southern Cross is often referred to as the Mother town of Coolgardie and Grandmother of Kalgoorlie.

From here began the Gold Rush to Coolgardie, and the richest cubic mile of earth in the world, Kalgoorlie's Golden Mile.

Southern Cross, standing as it does, where the Wheatbelt meets the Goldfields, is in an unique position, and its History Museum contains a collection of artefacts, records and memorabilia from both areas.

Displays include: -

- A Prospectors Camp
- Prospecting Gear
- Minerals
- Authentic 5 - Head Stamp Battery
- Agricultural, Transport & Water Supply Items
- Bottle Collection
- Early Educational Items
- Photos & Citations of Yilgarn Servicemen & much more.



*"The Museum where the
Wheatbelt meets the Goldfields
.....Agriculture meets mining"*



*Sugar Scuttle & Shovel
trophy for Rifle Club
1905*



Collection of rocks found in the Yilgarn



Clothing circa 1920's



Model of a Stamp Mill



2 x Ice boxes & Coolgardie Safe (in the middle)

Southern Cross Caravan Park & Sandalwood Lodge

is your perfect holiday or work accommodation choice. Our Motor Lodge accommodation is self contained and provides a range of options for couples, families or singles.

The units are clean and comfortable and located on the eastern approach to Southern Cross.

If you have your own accommodation such as a caravan, motor home or tent you will find our Caravan Park facilities will meet your needs.



**For all your holiday or work
accommodation needs**

Call our friendly, helpful staff today to make a booking on 9049 1212.

Caravan Park

The park has more than 20 drive-through powered sites, spacious tent sites, 2 ablution blocks and an en-suite powered site for disabled persons, a campers' kitchen and a recreation room. We are within walking distance to two service stations and the CBD for your shopping and dining needs.

Amenities

- Laundry with dryers and outdoor washing lines
- Clean Ablution blocks
- Disability Ensuite Shower & toilet
- Camp Kitchen
- Recreation room
- BBQ
- Playground



Sandalwood Lodge & Kurrajong Quarters

- Comfortable and well-presented Queen, Double & Family rooms with ensuite
- TV
- Kitchenette with Microwave, kettle, toaster, crockery & cutlery
- Air-conditioned & heated



Queen Suite



Twin Singles in Sandalwood Lodge



Ablution block



Lake Koorkoordine, Hunts Soak, Turkey Hill & Government Dam

Lake Koorkoordine

Named after the Aboriginal words Koorkoor - 'meat' and dine - 'place of'.

Due to the water and wind erosion over the years some very interesting miniature caves, cliffs and bays await your discovery. On the Bullfinch Road, just north of the lake, you can identify the quarry site used to supply foundations for a proposed air training school. The school never eventuated. However \$60,000 worth of engine bed foundations in the middle of a wheat field adjacent to Southern Cross are the remaining proof of the unfinished project.

Hunts Soak

Many wells were established along what became known as Hunts Track, later called the Old York Road during the 1860's. These watering holes marked the way to the future of the Eastern Goldfields.

Explorer Charles Cooke Hunt located a number of aboriginal water holes and native springs. Although these water places were well known to Aboriginals they were at first reluctant to divulge their locations, as the water was a source on which their lives depended. Explorers would never have reached these remote areas without the assistance of their Aboriginal guides.

Hunt established Koorkoordine Well in 1866 with a work force of pensioner soldiers, probationary convicts and their native guide. The excavation of some wells took hundreds of man hours and up to a month at a time to complete. They were carefully lined with slabs of granite each fitting neatly into position (no cement used). Water then seeps in from the surrounding granite outcrop. Hunt was impressed with this particular well. It was 10ft in diameter x



Lake Koorkoordine photo by Tanika Treloar

10 ft deep, which could supply 10 bullocks, 10 horses and 15 men for a month. He set up a camp of three supply huts for future work parties.

It was to this soak that Riseley and Toomey were led by their native guide Wheelbarrow. 'But it was as dry as we were.' As the horses had been two days without water, the party returned to camp at Golden Valley that night, using the star constellation 'Southern Cross' as their guide. 'Otherwise our bones would now be bleaching in the sun.' The party returned a few weeks later after rains to discover gold 4 kilometres away. They named their find Southern Cross after the constellation that had saved their lives.

Turkey Hill

Turkey Hill road passes close to Hunts Soak and proceeds past the Golf Course a few kilometres north of the Soak. There is a well defined clearing on the hillside. This was once an aboriginal corroboree ground. Wild turkey or bustards used to abound here. It was at this site that one of our early settlers grew what was the first wheat crop in the Yilgarn. His crop was grown to provide hay for the team passing through.

Government Dam

Government Dam is on the Bullfinch Road adjacent to the turn off for Hunts Soak. The discovery of gold set off a chain reaction which in space of 2 years placed the public Works Department under extreme pressure to provide even the most basic water supplies to the area. Hunts Soak was not enough with an ever expanding population. With the rapid development of the eastern railway it was necessary to establish a good water supply for the locomotives.

In this area constructed simply in a rock out crop with natural catchment is one such basic water supply. As well as the railway's use it supplemented water for stock, horses and men during the boom years. It often still contains water today.



Hunts Soak

Southern Cross

The old Pioneer Cemetery at the eastern entrance of town is well worth a visit. Resting here for eternity are about 350 souls; many dying from typhoid—a grim reminder that life was hard, particularly for women and children who followed their menfolk into the wilderness. The first inmate was laid to rest in 1889, the last in 1898. A new cemetery was needed because the railway to Kalgoorlie was laid through the middle of this one.

In the bed of Lake Polaris can be seen the remains of condenser sites, used to turn salt water into fresh by boiling and trapping the steam to trickle out as fresh water. Look for bare spots on the lake—closer inspection will reveal ash heaps, stone fireplaces, and depressions in the ground which was once a well. Dig down 3 feet and you will strike water 7 times saltier than the sea. Condensers saved the goldfields in the early years.

A small quarry existed just behind the Shire depot in Arcturus Street, where sandstone was quarried to build the present State School in 1894.

The best place to get an overview of Southern Cross and surrounds, is the look-out on Wimmera hill. Well worth a visit and accessed from Canopus Street. Not many years ago there was not a tree to be seen, all used by the mines to shore up tunnels and shafts or burnt day and night by the insatiable condensers to produce fresh water from the salt lakes. Now there is a ribbon of green around the town.

A mound of earth on the left-hand side of the look-out hides a concrete water tank, which was built in 1893 to pressurise the town's reticulation system. It failed to do the job and was by-passed a few years later, water since taken directly from the goldfield pipeline. A five-mile uphill slope on the east side of town as the pipe continues on to Kalgoorlie ensures plenty of back-pressure.

Facing west from the lookout can be seen a small open-cut. The original gold strike in 1888 was made on the right hand side of this open cut. During the last gold boom of the 1990's, the original shaft was turned into an air tunnel, feeding a kilometre long decline under the hill, where huge trucks brought the gold bearing stone to the surface for processing.

The grassed football oval is a feature in our dry area. It is watered from a dam sited at the north end. This is the second dam; the original being built by the Railways in 1894 for the steam engines. It was then known as Parsons Dam because of

proximity to the Anglican minister's house. The water was black and putrid, having drained off streets full of horse manure. Despite this, it made a good swimming spot, with several drownings over the years.

The Railway Hotel is all that is left of Railway Town. Another pub and a row of shops once graced this area, as well as about half the town's population. A row of trees near the hotel are growing in the trench which once carried the goldfield water pipe, buried to stop it snaking.

The original railway station built 1894 once stood a hundred metres east of the Railway Hotel. Two trees still standing mark the station entrance. It was a busy place at one time with a hundred men employed. Signs of railway activity are still visible in this area. The railway line to Southern Cross marked a turning point for WA by opening up the interior in 1894.

Things to do in Southern Cross

- Lie back at night & check out the Stars
- Picnic at Rotary Park rotunda, Antares St
- Dog park with agility course (Sirius St near RV Service area)
- Recreation Oval & Outdoor Gym (Spica/Achernar Sts entry gate)
- Millennium Peace Labyrinth @ Constellation Park, Antares St
- Children's Playground @ Constellation Park, Recreation Oval and Bowls-Tennis Club
- Wimmera Hill Lookout - Walkway downhill to view old machinery & battery. Overlooks Fraser pit + Poppet head view (Lookout entry off Canopus St @ top of hill)
- Sports and Recreation: Swimming complex (Nov—March), Bowling Club (Sept—March), Golf Club (March—Sept), Southern Cross Skate Park.

Things to See:

- Hunts soak & Lake Koorkoordine (Turkey Hill Rd off Bullfinch Rd)
- Pioneer Cemetery Memorial @ East Bay information area (Opp. Hospital & next to Caravan Park)
- War Monument @ Memorial Hill, Antares Street
- Old Railway station site – information sign off Hydra St 50m east of Railway Hotel
- Lake Polaris & Story of Water sign (roadside opp. Polaris St/Castor St corner)

Historic Buildings:

- Old Masonic Lodge Temple, Spica St (no access inside without appointment)
- Our Lady of Montserrat Catholic Church, Altair St
- Yilgarn History Museum & Courthouse, Antares St
- Forrester Building @ Southern Cross School, Antares St (private; no access)
- Palace Hotel, Great Eastern Highway
- Club Hotel, Antares St
- Railway Hotel, Hydra/Sirius St
- Antares Street business buildings



War memorial



Pioneer Cemetery



Wimmera Hill Lookout

Bodallin

Bodallin owes its existence to a fresh water soak constructed by Charles Hunt in 1865. The well was one of 26 built by Hunt between York and the Hampton plains to encourage pastoralists to open up the inland. The idea did not succeed because the country was too dry for livestock, and 'bushfires ever burning.' Although Hunt's wells were not helpful for pastoralists, they became the life-line for gold seekers 25 years later, being roughly in line with the gold strikes.

However it was the Railways that put Bodallin on the map, by choosing to build a siding where the town is situated today. Bodallin soak is seven miles away and closer to Westonia, but the grades were more favourable where the town now is.

Bodallin was little more than a railway watering stop and camping ground for the first 30 years. After the First World War the surrounding land was opened to farming, as a means of repaying the debt to returning soldiers, particularly from Great Britain.

Bodallin was another popular venue for picnics. The special train of 1907 was crowded with Southern Cross people as it departed with the local band playing and crackers popping. At Bodallin the aborigines demonstrated boomerang and spear throwing. They were described in the local paper as, 'poor things, theirs is a miserable existence, ill fed, homeless, clad in rags from the generous white man who has taken his country and means of subsistence.'

The Rankin Brothers made their mark in the district, as hoteliers, pastoral owners, and miners (Mount Rankin). In 1897 Robert Rankin built the Railway Hotel at Bodallin, the 7-roomed building being described as no better than a barn. In 1902 the license was transferred to John Rankin, and then in 1907 to Fred Smirk. Angus Rankin owned the hotel at No 5 Pump (Yerbillion). In 1906 Robert was fined £5 for being drunk and allowing aborigines to congregate around his pub at Bodallin.

The little township had difficulty in knowing its own name. The railways called it Bodallin, maps showed the soak as Boodalin, while the hotel sign said it was Boddalin.

Horticulture was also flourishing. Angus Rankin from Bodallin planted 1,000 tomato plants using water from the Goldfields Scheme. Mr Wells started a

market garden 9 miles north of Parkers Road where a well existed.

In July 1923 a town site was surveyed at Bodallin. By now 70 agricultural blocks were occupied close to the town. As 14 school age children were in the area the Bodallin Progress Association asked for a State School.

G A Bestwick built a general store and post office.

1925 Land was in demand with 342 applications received for 41 blocks. For one block 71 applicants applied.

The district was placed on the circuit for the Methodist Minister to preach, as well as at nearby Westonia.

Bestwick had the store and newsagency. Sworn in as JP, May 1925.

By 1925 Bodallin had their own cricket team. Bodallin Progress Association ask for the town site to be cleared.

December 1925 harvesting in full swing with crops better than expected. The children's fancy dress was a great success and the school will soon need enlarging as it is packed to the door. Sellers complain about poor train services to go to market towns.

The Yilgarn Road Board will increase to nine members by creating a West Ward to take in Bodallin area.

Approx. 80 children assembled at Bodallin School on Christmas Eve with Mr Temby playing Father Christmas.

1928 a sanitary depot is to be installed at Bodallin. The railways have been asked to build stock yards.

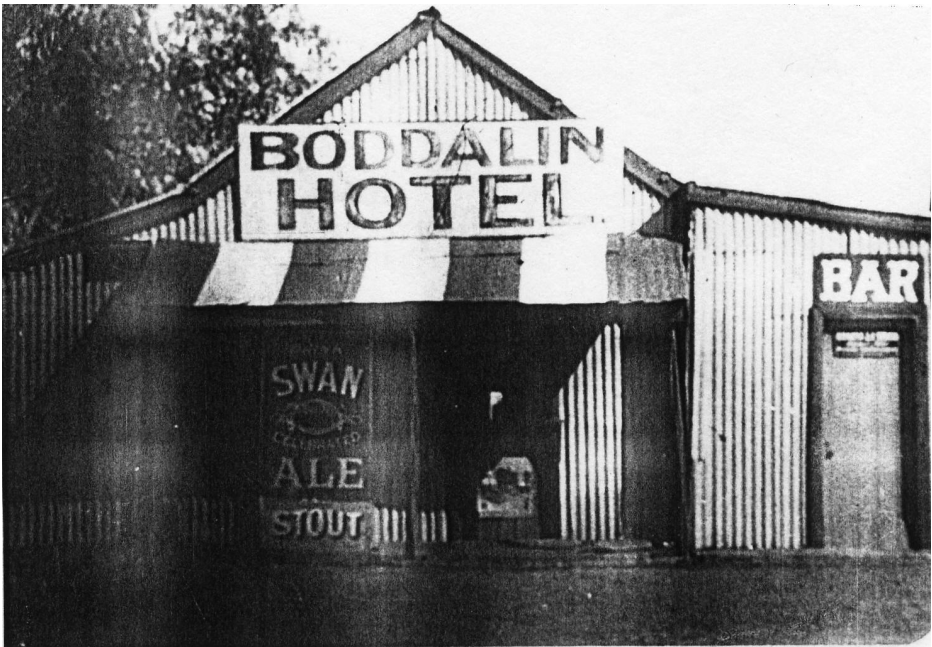
Bodallin soak is situated at the base of a granite rock. It is one of twenty six wells put down by Charles Hunt in 1865 to open up the interior for pastoralists. Hunt commented 'this will be found a convenient stopping place about half way between Burracoppin and Keocanie.' Water reserve 1691 was created to protect the area. The arrival of the goldfields water scheme in 1902 made the soak virtually redundant. The newly built railway also impacted by taking travellers and teamsters off the roads.

However the finding of Westonia goldfield in 1911 revived Bodallin soak. Prospectors camped around the soak and drew on its water. To increase the supply, the government tried boring but found no potable water in the area.

By the mid-1930's the government considered Bodallin soak no longer worth maintaining, as the goldfields pipe served the area. A mining company was

allowed to test the water reserve but no gold was ever found.

In 1941 another miner named Jasper applied to use the water from Bodallin soak. He was informed the soak only made about 150 gallons per day, but Jasper still went ahead with his plans. The soak was two miles from his Greenfinch mine. Possibly the soak was used by local farmers over the years but no records are available. Although the soak is now silted up, it could be made serviceable again if the need arose.



'Boddalin' Hotel

Bullfinch



Bullfinch is situated 35km north of Southern Cross on the M4 Highway and serviced by a sealed road, pipeline and water from the Goldfields. A few hardy inhabitants still live in the town which saves it from becoming a ghost town.

The history of Bullfinch commenced in 1909 when Charlie Jones unearthed a fabulous reef containing gold beneath 6ft of clay. The reef was close to the road from Golden Valley to Southern Cross where prospectors had walked past for twenty years.

The find at Bullfinch received a blaze of publicity; soon a row of banks, shops, boarding houses, agencies and mining offices stretched for half a mile before a proper township was surveyed and named after the Bullfinch mine, which continued bagging the ore which was so rich it had to be especially treated. In six months 964 tonne was treated for the phenomenal return of 11,117 ounces.

The town of Bullfinch was connected to the railway line and water from Southern Cross in 1911 but by the end of the year the Bullfinch boom was no longer booming and big money was lost as shares tumbled. The rich gold was tapering off but there was plenty of lower grade ore available and the decision was made to build a treatment plant and treat the ore onsite rather than send the ore to Kalgoorlie.

The new poppet head was 80ft high and constructed of Oregon and gave the mine an important appearance, but the boom was over, and by 1912 hundreds of leases pegged during the boom had been surrendered back to the Crown as worthless.

In 1914 the Radio Mine, which was destined to become the richest private mine in Australia, was pegged by Barr &



Great Western Consolidated G.M. 1958

Hughes. Mining continued during WWI despite the lack of man power and the district was picking up again by 1920 but the grade of ore at Bullfinch Proprietary continued declining and the mine closed at the end of 1921.

Bullfinch was saved from becoming a ghost town when the district was thrown open for farming. The town went through a revival, not one of gold, but of golden grain, and by 1925 Bullfinch was regaining some of its former glory, and the Bullfinch district developed as a farming area until the depression and increased gold prices rejuvenated gold mining.

1932 saw the old Bullfinch leases being transferred to a syndicate known as Copperhead, a name which was to become synonymous with Bullfinch in coming years. Prospecting was again gaining momentum, helped along by a sustenance scheme for out of work men. By the mid 30s the Copperhead was again turning out a steady stream of gold, despite having been closed more than a decade earlier because there was no gold to be found. Production continued until a lack of labour, brought about by WWII forced the mine to close in 1942.

Western Mining reopened the old Copperhead Mine in 1952. At its peak Bullfinch had a population of about 1500 with some 400 men employed on the mine, but following its closure in 1963 most of the people moved on quickly leaving the town with a small predominantly farming community.

For a quarter of a century Bullfinch remained in the doldrums. The Town Hall and swimming pool fell into disuse and finally only the hotel and a small deli remained. The school closed in 1984 and the students were bussed into Southern Cross.

It looked like the end for Bullfinch, but an increase in the price of gold saw gold mining take off again, in



Bullfinch Town Hall 2003 ~ since dismantled

1987 the Copperhead was taken over by Burmine Ltd and for the next 15 years the sounds of mining activity again resounded from the Copperhead mine. Huge machines, undreamed of earlier, were wringing another fortune from the ground. This time the town did not share the wealth as in the past. The workforce was mainly single men or transient with no intention of improving the town. The houses became dilapidated and compared with previous booms

the town was only a shadow of its former glory.

The boom of the 90s is over, and Bullfinch has returned to its slumber. Whether it rises again from its ashes will depend on the price of gold rising dramatically, or unearthing another Golden Mile buried beneath the mulga trees.

*Taken from "Hamlets and Ghost Towns of Yilgarn"
by Lance Stevens 2005*



Bullfinch Hotel



Halfway Rocks

Golden Valley

Named not from gold but from the “Golden Scrub Wattle” which covers the slopes of the valley.

Township of Knutsford

This is where it began in 1887 with the find of a gold reef, paving the way to Southern Cross and other finds within the Yilgarn.

The area was first called ‘Cordelia’ after the eldest daughter of the discoverer, Greaves. He extracted twenty pounds of specimens then burnt a dead tree on the site so that it could be easily identified. Greaves being very ill at the time due largely to the putrid water he had consumed, told Colreavy of his find and suggested he work the area. Later Bernard Colreavy announced he had discovered gold at a place called ‘Golden Valley’, however Greaves maintained this was his ‘Cordelia’. Following this discovery the first gold mine lease in the Eastern Goldfields was taken out in 1888—Lot No 1 GM Lease # 3811. The mine was called ‘The Kathleen’, formerly the ‘Cordelia’, and worked by Colreavy.

Golden Valley was no bonanza as gold pinched out at depths, however gold fever had its way and an ever increasing number of hopefuls flocked to the Valley. Most travelled by train to Northam then walked an average of 20 miles per day, the lucky ones came by horse. Some were experienced miners from Victoria and the Kimberleys but most were from the city and had little idea of the hardship they would face and only a handful were to ever find gold. Lack of water was the main obstacle facing Golden Valley as it had to be carted from 10 miles away where the Government Water Supply spent £1000 and created tanks out of rocks. The price of one gallon of water was 2/- (two shillings), a large sum of money in those days. A bore was later put down on the flat under Mt Colreavy and the townsite was surveyed to include this bore (it was still producing a good service in 1994). The township became known as ‘Knutsford’, however despite being gazetted, it was never proclaimed, due to the lack of lasting population. In 1912, the name was cancelled and the township reverted back to being known as ‘Golden Valley’. In 1888, a licence had been granted to a Mr Agree to conduct the Wayside Nugget Hotel on business area No 1. This small building was bought in the same year by Thomas Farren. The Hotel became the centre for everything. When Mrs Farren had to go to hospital for the birth of her fourth child, she travelled in a buckboard buggy 200 miles over



Golden Valley Battery site

a rough bush track. Farren brought to the area pigs, goats and poultry which provided a welcome variation from the usual diet of kangaroo, wild turkey, mallee hen and pigeons. He later acquired a small flock of sheep which the natives learned to shepherd.

In 1894, the Wayside licence was transferred to J Yourell, who in the same year transferred it to Joseph Payne.

Joe Payne and his wife, their seven daughters and one son had left Victoria in 1893, made their way to Fremantle then Southern Cross with wagons, buggies, horses, cattle, goats, household furniture, tools etc.

After six months in Southern Cross, they moved to the Wayside Nugget Hotel at Golden Valley and the surrounding 50,000 acres of station property which ran cattle, horses and goats.

For some time all provisions for Southern Cross had to come through Golden Valley. The Hotel catered for prospectors and travellers going through to the Goldfields. Many happy parties and race meetings were enjoyed with the hospitality, meals and cool drink supplied by the little pub. Tables and chairs would be pushed back and dancing continued into the early hours.

Joe Payne was kicked in the head by a horse in Southern Cross and died; with his son having gone north, this left his widow and five daughters to carry on running the Hotel come store plus station. Mrs Payne sold the station lease for £600 in 1912. She died in 1937 aged 87.

At the census taken in 1903, Golden Valley showed a population of Men — Nil, Women — Five, Total — five. Today only abandoned shafts, piles of red dirt and a large tunnel mark the passing of Golden Valley and the first town of Knutsford. The area is reserved and trusted to the Historical Society of the Yilgarn. More information can be obtained from the Museum.



Karalee Dam

Karalee Dam was constructed to provide water for steam trains enroute to Kalgoorlie. The site was chosen mainly because of the granite outcrop; with rain the outcrop becomes a natural catchment area. Constructed between 1896 and 1897, its capacity is 10.6 million gallons (just over 48 million litres), it is 1487 feet above sea level and 25 feet in depth. Retaining walls of granite slab, all cut from the top of the rock and laid by hand, surround the enormous rock catchment. This enables the water to flow off the rock into the dam via a large semi-circular aquaduct of steel, hand riveted at each joint. This is still in very good condition considering its age and the natural harsh elements. It is well worth the journey to reflect upon the unbelievable manual labour and horse power involved in this construction.

The catchment area is approximately 138 acres. The estimated quantity of water from one inch of rain in one hour is 1,885,920 gallons (more than 8.5 million litres!).

Three other dams were constructed at this time in Merredin, Kellerberrin and Cunderdin along with Karalee. The total cost of these four dams being £15,000, a huge undertaking and cost in 1896.

Other railway dams constructed in the Yilgarn Shire were at Moorine Rock and Bodallin.

Trains would stop at Karalee to top up with water to enable steam production and keep the train running. When this happened, drivers, crew and many passengers would adjourn to the hotel at Karalee railway siding. Stone cottages for the station master, railway staff and barracks for the train crew, along with the hotel which operated for 74 years until September 1971, were the only buildings established. The cottages and barracks were eventually dismantled and moved to Yellowdine.

The hotel, located between Great Eastern Highway and the narrow gauge railway some 2km south of the dam, catered for travellers and woodcutters who were cutting timbers for mines and the steam operated pumping station. After delicensing in 1971 and the licence transferred to Kwinana where the "Karalee" name still stands, the Hotel catered for travellers, selling petrol, food and apparel. The walls of the Hotel were decorated with black and white paintings with an aboriginal theme.

Vandals have since burnt down this historical architecture.

The Old York Road and telegraph line lie south of the dam. There are also remnants of the old forge operated during the construction of the railway dams for the many horses. The deep water well and remains of the rock wall, smaller dam and one of Hunts Soaks are located near the old camping grounds used by weary travellers in the 1890's. Hunts Soak was constructed in the 1860's by convicts and pensioner soldiers.

A walk over the rock enables the viewer to take in the terrain and vastness of the area with the view to Mt Clara, 2kms to the north and Hermit Rock. It is said that a hermit, a Swedish man, made his home here. He excavated a small dam in the granite, grew fruit, vegetables and cereal crops for his own use and on occasion would load his wheelbarrow and walk the 40 miles to Southern Cross to trade for other necessities.



Flume at Karalee Dam



Flume gate



Karalee Dam picnic site

Koolyanobbing

At the turn of the century, it was the thirst for gold that led prospectors to the Koolyanobbing Area. More recently it has been Iron Ore. It was in 1887 that prospector Henry Dowd became the first white man to visit the area. He returned in 1891 and thought “the rock was without value”.



Dowd placed a transcript of his findings in a bottle and buried it on a hill at the foot of a surveying peg. The bottle was found in 1963 on what is now known as Dowd's Hill. (The transcript can be seen at the Historical Museum). Geological surveys in 1952 showed considerable Iron Ore Deposits. In 1960 BHP obtained a lease for the area. Quarry operations began 1967 on Dowd's Hill. This main deposit contained approximately 60 million tons of Ironstone with a grading of 61% Fe. Treated ore was at this time railed to Kwinana, some 430km to the west.

A 'model' mining town was established at Koolyanobbing to cater for 400/500 people with school, club, swimming pool, hall, general store, bowling green etc. Then in 1983 mining ceased due to economical reasons. During 1993/94 most of the buildings were sold and moved away.

Iron Ore mining recommenced in 1993/94 by Portland Mining Venture—Koolyanobbing Iron, and the ore is now railed to Esperance 578kms to the south. During 1994/95, 714025 tonnes of Ore worth \$14 million was produced.



Salt is mined on the eastern side of Lake Deborah by WA Salt. An impressive 97,468 tonnes was mined in 1994-1995, most for domestic salt supplies.

Sandalwood harvesting continues in this region.

Follow the Vermin Proof Fence east to Lake Seabrook where Gypsum was an im-

portant industry in the early days.

The Vermin Proof Fence was erected to prevent large numbers of emus and wild dogs entering the farming area.

BUNGALBIN RANGE

Further north of Koolyanobbing (accessible via dirt track) is Bungalbin Range (also known as Helena Aurora Range). It has spectacular rock formations and scenery. Further information can be found from www.helenaaurorarang.com.au or The Department of Biodiversity, Conservation and Attractions.

Please note that the townsite of Koolyanobbing is a mining camp and as such no access is allowed to the public past the townsite. As it is an operating mine site, tourists must obey all signage and directions given by the mine operators.



Dowd's peg and cairn near the top of Dowd's Hill



Aerial view of Koolyanobbing township 16th May 1973

Marvel Loch

The gold mining town of Marvel Loch is located twenty two miles south of Southern Cross, the administrative centre for the Yilgarn district in which Marvel Loch lies.

Over the past one hundred years the population of Marvel Loch has risen and fallen several times, its fortunes tied to the price of gold and willingness of shareholders to invest in mines floated with rosy promises.

The auriferous belt surrounding Marvel Loch is dotted with numerous mines both large and small. Marvel Loch was once the district centre for these mines, some with large workforces justifying their own town being laid out, namely Parkers Range, Burbidge, May Queen, and Never-Never (Nevoria)

The history of Marvel Loch commenced with the finding of Marvel Loch mine by Jack Lenneberg in mid-1905. Although gold mining in the region started some fifteen years earlier with the discovery of Parkers Range and Jacoletti and Toomey Hills, the Marvel Loch mine remained hidden beneath twelve feet of clay. Its discovery led to the development of a township of the same name.

Lenneberg pegged the reef on behalf of his sponsor, Great Boulder mine under Chairman Doolette. The reef was twelve feet below the surface and Lenneberg went by floaters. Surprisingly Doolette was unhappy with early results from the mine and abandoned it, a decision that he would regret

Lenneberg and Markham promptly took up the lease with the backing of a consortium of Southern Cross businessmen, the name Marvel Loch chosen by the finder in honour of the horse which won the 1905 Caulfield Cup.

In September 1908 a town site comprising sixteen blocks was laid out, taking its name from the Marvel Loch mine. Several shops were erected including a pub for Tommy LeBreton, the license for LeBreton's pub coming from the Nevoria pub which had recently burnt down. Harpers bakery was four feet underground. Marvel Loch Miners Union asked for a block to be reserved for a Workers Hall. Rachel Johnson built a boarding house.

However the town site was inconveniently located away from the mining activity and eighteen months later another was surveyed a mile north, where the town stands today. The local newspaper claimed: 'The Marvel Loch town site is badly situated and before many buildings are erected the government should select a more central position. There is an ironstone hill between Jacoletti and Marvel Loch that would make a first class town site.'

Sam West and Andrew Roberts and others opened shops in new town, which

led to a situation of new town and old town a mile apart with shops on each.

A Progress Association was formed and the chief streets in the new township named Lenneberg, Williamson, and King, after pioneer prospectors. The streets were gravelled. To establish a permanent town the Board of Health passed a by-law forbidding houses being erected in hessian or canvas. Bush camps and shanties were not wanted. A Mechanics Institute was also proposed.

As Marvel Loch mine went from strength the strength, so did the town. In December 1909 a school was erected on the corner of King and Overington Streets. Although it was only a tent it did the job for two years. Girls were expected to wear a clean pinny each day. In the same year the telephone line from Southern Cross was linked up.



LeBreton's pub, Marvel Loch

Christian Henry Andre from Parkers Range Wayside Inn saw better opportunities at Marvel Loch than at Parkers Range. In 1910 he transferred his liquor licence to a new hotel he had built in Marvel Loch. It was known as South Yilgarn Hotel and still stands. Such was Andre's standing in the community he was deemed unofficial mayor for twenty five years. His pub was also handy for the district dentist who used it as headquarters during his visits.

New town and old town between them had two hotels, a billiard saloon, three grocers, three boarding houses, a greengrocer, butcher, baker, Druids lodge, and a school. On a lighter note the Marvel Loch Cricket Club was challenged by a group of locals, at stake an 18-gallon keg of beer.

By this stage motor vehicles were becoming more prevalent. Mailman Gordon Sprunt took passengers in his Ford car from Southern Cross to Marvel Loch three days per week. Harper the baker delivered bread around the area in his lorry.

LeBreton was the first to cave in and moved his pub from old town to new town, diagonally opposite South Yilgarn hotel. Together with Andre's pub they were soon going at full blast. Both pubs installed aerogen plants for lighting. But aerogen plants were prone to explode when not operated correctly, with one such accident killing George Harper the local baker.

By this stage Marvel Loch had two hundred and fifty residents. A sanitation service was introduced with George Edgar authorised to remove sanitary pans.

A cemetery site was also picked out. Over the coming years some twenty three burials took place.

Despite these problems Marvel Loch still continued to go ahead. A branch of WA Bank opened, Gordon Sprunt started a newsagency, a visiting dentist came monthly, an athletics club was established, and oil lamps attended to by residents were erected in the main street.

A proper school building was erected during October 1911, replacing the tent. A new police station also went up, ended the practise of chaining prisoners to a tree. Constable Donovan doubled as the mining registrar.

Even the local halls had a face lift. William Dunn trebled the size of his hall so as to incorporate pictures and roller skating, and Leach Brothers enlarged their hall. Religion received a boost when the Methodists moved the old Anglican Church at Southern Cross to Marvel Loch. It opened in January 1912.

Mining continued to prosper with electricity being installed on the Marvel Loch. Its new treatment plant had the largest boiler in Yilgarn, thirty feet long and eight feet in diameter. It weighed eighteen tons. During transit the massive boiler became bogged while crossing the lake at Southern Cross. Horses were replaced by camels and the boiler made headway until the wheels on the jinker started to fall to pieces. After much worry the boiler was finally placed in position at the mine.

By this stage water shortage was affecting the gold output and the government finally agreed to connect Marvel Loch to the goldfields pipe. It was going to cost £11,000. A 5-inch pipe was duly laid from Ghooli to Marvel Loch, the township reticulated, a standpipe erected at the corner of Aurum and Lenneberg streets, and an extension pipe laid to the mine. The official opening was performed by Engineer Law in July 1912.

In early 1914 the Marvel Loch Progress Association erected a casualty ward on the hospital reserve. A government doctor took up residence, and the town now had medical facilities for the first time.

However war clouds were on the horizon. The First World War of 1914/18 had a huge impact on mining at Marvel Loch despite it being on the other side of the world. Most of the work force enlisted to fight overseas. Although 1915 produced a record gold production, most mines eventually closed due lack of labour.

With closure of their leading mine the population of Marvel Loch plummeted. The policeman was withdrawn. Those left behind soldiered on as best they could. Jim Hamburger advertised himself as tobacconist and hairdresser, Eggleston advertised as plumber, Mrs Purdy was agent for Southern Cross Times

newspaper, Delbridge had the store, Mrs Harford's advertised her drapery, the Union Brewery agent was George Wilson, and J Atkinson managed the butchers shop. Marvel Loch would never again attain the dizzy heights of being almost as big as Southern Cross.

To some degree the Marvel Loch district was spared the ignominy of being deserted. During 1927/28, the area was opened to farming. Ninety eight farms of around 1,000 acres each were surveyed west and north of Marvel Loch and allocated to dusted miners who were unfit to continue their former occupation. The area became known as Miners Settlement.

Several shops including the post office reopened as the population increased. Duncan McLaren set up his store in 1932, one tent for sleeping and one from which he sold groceries. Duncan was famous for wearing a tartan tie. Later he built a small house with shop attached opposite the hotel, and brought out his wife and two children from Scotland. For many years he was postmaster at Marvel Loch. He was also a Saint Andrews first aider and helped conduct first

aid classes during the war years for conscientious objectors who would not fight.



Marvel Loch Mine (n.d)

As demand increased, a camping reserve of nine acres was gazetted. A petrol pump was installed at McLaren's shop. Andre moved his hall from Burbidge

to a position behind his pub at Marvel Loch. (Eventually the hall was moved to Bullfinch to become the Anglican Church)

Such was the growth of Marvel Loch that the school reopened in 1933, the piano coming from Burbidge hall. The school had been closed for nine years.

A police presence was re-introduced at Marvel Loch. Constable Farrell arrived in March 1936 to take over the police barracks that had been unoccupied since 1916.

In 1937 the pub owners erected a new hall at the rear of the hotel. The building still stands. In further improvements the local telephone service was extended from 6pm to 8pm daily. A wireless set was installed at the school. The RSL held a dance for their entrant in the Popular Girl Competition. Tennis was revived with Southern Cross and Marvel Loch competing each year for the Williams Shield.

After losing their casualty ward to Burbidge a few years earlier, the people of Marvel Loch raised more money to erect a consulting room and waiting room on the hospital block. A casualty ward and a kitchen and cubicle were added later. Doctors from Southern Cross visited Marvel Loch and Mount Palmer weekly to attend patients who subscribed to the medical fund. All miners belonged to the fund with subscriptions being deducted from their wages.

Although mining at Marvel Loch and Mount Palmer continued, farming was reeling because of the depression. By late 1930's nearby Miners Settlement was in a bad way. A quarter of the original settlers had died from health problems brought on by previously working underground. Others walked off their properties because of mounting debt, surrendering their farms to the Bank. Those left on the land struggled.

During the war only a handful of farmers remained on Miners Settlement. It was the end for Gatherer School which had closed and the building sold off. Today, a plaque situated in a small cleared area along the Marvel Loch road is all that remains to indicate the last of Gatherer School and Miners Settlement. The depression followed by war had sunk the government's dream of opening up a vast wheat growing tract with Southern Cross at its centre.

During the 1950's and 60's Marvel Lock was only a shadow of its former self as it went into decline once more. The township consisted of the main street with a shop, petrol bowser, post office, and a hotel. A few houses were scattered among the gum trees.

During August 1980 the Marvel Loch mine reopened after forty two years.

It was a heady time for Marvel Loch with mining in full swing. However by year 2005 it was clear that the boom was over, and the town went into decline once more when mining tapered off. Rising costs and falling values closed one mine after another. Houses were sold off and the school closed with the remaining children bussed to Southern Cross from the beginning of 2006.

Recently mining has recommenced in the area, and the buzz is around the rich mining and farming town of Marvel Loch once again.

(Excerpts taken from Marvel Loch history written by Lance Stevens—for more information, or the full story on Marvel Loch, please visit the Yilgarn History Museum!)

Moorine Rock, Dulyalbin and Mount Hampton

Situated 22 km west of Southern Cross, Mooringe Rock is named for the rock formation which in turn was an aboriginal name adopted by explorer and surveyor Charles Hunt when he built one of some 26 wells at a natural soak. This became a vital stop for prospectors and teamsters on their way to the goldfields.

In 1892 a telegraph line was constructed between York and Southern Cross. Where this line crossed over the Parkers Range Road a camping ground developed and became known as "13-mile". Today this area is at the western end of the township of Mooringe Rock and the telegraph track is the Great Eastern Highway.

To cater for travellers the government sunk a number of wells, bores and dams at 13-mile during 1892 and by September of that year James George Thomas erected a hotel/store. 1894 saw the coming of the railway creating further activity at 13-mile when a railway siding was established. A stationmaster and pumper were employed at this siding named Parkers Road. To service the steam engines a large dam was constructed which still stands at the eastern end of town.

The purity of water found at Parkers Road led to a brewery and ice making plant being planned. A syndicate was formed comprising of Messrs Mitchell, Page, Humphries, Rankin, Stubbs, McIntyre and Sidler, with the promoter being J Murphy.



Mooringe Rock Hotel



Mooringe Rocks

A stone brewery was built at the western end of town alongside the well and hotel, however the company never got into production and the idea was abandoned, probably because the well was prone to go dry during summer. The building was left to tumble down.



Record wheat stack 1929

In May 1902 the pipeline came through with some 200 pipe re-layers camping at Parkers Range before moving onto Southern Cross. Parkers Road remained a backwater until 1924. Following WW1 a plan was hatched between the British and Australian governments to turn a thousand square

miles of Yilgarn bush into farms. Returned soldiers would be rewarded with land. The scheme, largely financed by the British Government, offered free passage to ex-servicemen and their families to emigrate. The district experienced another rush, this time golden grain rather than gold.

By 1925 the Parkers Road district was a hive of activity with settlers busily clearing their blocks. A townsite was surveyed opposite the railway siding and gazetted on 1st October 1926. Thirty two building blocks of $\frac{1}{4}$ acre size were laid out. Streets were named McInnes, Driver and Morgan. Town lots cost between £10 and £15.

Business was well under way with Dennis and Libbers opening their Trading Co general store in the main street alongside Tyler's General Store during 1925.

September 1926 saw the township renamed Moorine Rock resulting from a petition following mail confusion with Parkers Range.

By 1928 a huge area of Moorine Rock was cleared or being made ready. Demand for land in the area attracted many applicants.

With so many settlers living south of Moorine the government constructed a properly formed road for a distance of 17 miles (27km). In June a telephone exchange was installed at Moorine and 15 farmers were connected up.

June 1929 saw the official opening of the Moorine Public Hall. The annual meeting of Yilgarn rate payers was held there, being the first time it had been conducted outside of Southern Cross. At this meeting it was agreed that settlers at Mount Hampton would clear the road for 12 miles in lieu of paying rates that year.

In February 1930 Moorine Rock finally got its pub. The hotel opened under licensee G J White and owner Andrew Lindberg and still stands in mostly original condition. The pub had been jinkered from nearby Burbidge and comprised 9 bedrooms, 2 sitting rooms, bar, parlour, billiard room, kitchen,



Dulyalbin Rock

store room, stabling and motor accommodation.

Dulyalbin (48km south of Moorine) and Mount Hampton (another 20 km south) were known as sub-districts until progressive Dulyalbin settlers with some 46 farms formed themselves into a separate community. Social events were regular and very popular with

many community picnics held at Dulyalbin Rock. The small community grew and soon qualified for its own mail service . The demand for water and difficulty of carting it from Moorine Rock saw the need for a second well to be dug at the base of Dulyalbin Rock when the first dried up. Politicians were invited to the grand opening in October 1931. The first water was pumped by the wife of the local MLA, Mrs Cornell.

By the 1940's the little township of Moorine Rock and surrounding communities were no longer thriving. The depression followed by War saw many farms being abandoned and most of the businesses closed. Only one general store and the Post Office remained. Even the Hotel had closed and became a temporary convent for Highgate Convent School with students from Perth based there during the War for safety. It reopened later.

Over the coming years farms continued to get larger as neighbours bought out neighbours. This meant a reduction in population which had a flow on effect throughout the communities. Machinery undreamed of by the pioneer settlers enabled broad acre farming to become the norm. Today the Moorine Rock/ Dulyalbin/Mount Hampton district still ranks as the most prosperous in the Yilgarn.



Carting water circa 1927

Mt Palmer



Above: Mount Palmer Hotel 1936.

Below: What remains of the hotel.



The Mt Palmer goldmine operated from 1934 to 1944 and was not only genuine but a very rich strike.

It all began in late 1934 when Augustus Palmer, a prospector of many years experience, embarked on another prospecting expedition south of Yellowdine with his horse and cart. He was lucky with his searching & lease application, and work commenced erecting a 20 head battery during 1935 with 130 men employed by 1937.

Hessian, tin & canvas buildings were springing up like mushrooms and the area was a hive of activity.

Some 43 blocks were auctioned from the Southern Cross courthouse, raising £3,969 for land that was worthless a

few months earlier, and destined to be worthless again when the gold ran out.

Another 24 blocks were auctioned after the surveyors reserved areas for a post office, police, public hall and churches. The town boasted boarding houses, bakeries, butchers, a school and a medicine shop. As well there were three billiard saloons where two-up, dice and SP betting was conducted.

At its height the population of Mount Palmer was estimated at 500. The war took many young workers away and the mine struggled to cope with the labour shortage.

By the end of 1942 the number of men employed at the mine had declined to 60. By the end of 1943 Mt Palmer was almost a ghost town. In June 1944, after a run of nine years, the Mt Palmer mine ceased operations. By this stage the main shaft was down to 500 feet.

Officially the mine produced 4,928 kilograms of gold from 310,728 tons of stone. Unofficially the figure was much higher.

All that remains of “The most pretentious Two story hotel” built in the Goldfields at the time is the brick archway. The hotel was famous for its very long bar and two stories. The bricks were eventually carted to Kalgoorlie and built into the 1st chain store in the goldfields. The building is now the Bankwest Bank in Hannan Street, Kalgoorlie.

1km west of the hotel arch is a track to the cemetery with a lone grave and head stone.

The area is also noted for the magnificent display of our Shire’s floral emblem, the Flame Grevillea, Excelsior, which grows profusely on all sand plain country.

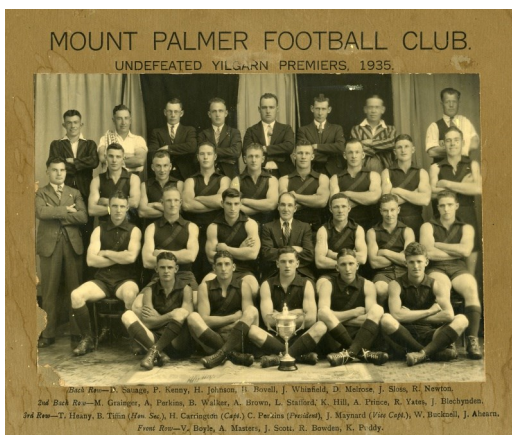
As the gold ran out, the people moved on, wilderness took over, dotted with remains of times gone by. Take a walk through the area and you can spot the old streets and remains of buildings.

A picnic and overnight stop area allows you to enjoy the setting and contemplate bygone times.

Please note that there is still an active and operating mine site around Mt Palmer and visitors are urged to be careful and obey all signage for safety reasons. Under no circumstances should you enter active mine sites without the consent of the mining company.



Lone Grave



Mt Palmer Football Club Premiers 1935

New Zealand Gully Dam & Maori Lass Mine

****Extra care should be taken in this area****

Water!

Or lack of it was the curse of early Southern Cross. Between 1888 & 1894 the only source of water to service an ever expanding town was obtained from rock holes, soaks, what ran off the roof of the houses or from the condensers around the lake. These condensers turned salt water into palatable drinking water and was sold at a very high price.

As the railway reached Southern Cross in 1894, water was carted via rail from Northam some 260kms to the west, this was meant to be a temporary measure. As the population swelled the government considered it necessary for a large dam to be built. This led to the New Zealand Gully Dam site being selected, due to the considered good run off from the hills alongside.

A catchment of 300 acres was set aside; care was taken to ensure the area be kept free of pollution and trenches were built, some stone lined to channel water into the dam. The dam had a holding capacity of 1 ¼ million gallons. To provide an outlet, a stand pipe and tank was erected with pumping facilities. Water was carted the 1 ½ miles to Southern Cross by horse and cart and sold for £1 per 100 gallons. Spring carts equipped with a water tank and fast horse were used to enable more than one trip a day to be carried out. Mostly the water was used for washing and the animals, some 700 horses and camel teams operated in the area at the time.

Condensed water was still used for drinking and cooking purposes.

A stone cottage was built at the north side of the dam for the caretaker, his duties being to ensure that the water was not stolen.

On completion of the Dam by the PWD in July 1894, good rains in January to June 1895, filled it to its capacity. The railway stopped carting water, the condensers closed down for several months. The Council even had plans to pipe water to town using 1 ½ inch sheeting with riveted and soldered joints as far as Wimmera Hill, where they proposed to build a reservoir. However good fortune ran out.

Heat evaporation, lack of rain in the following seasons, extremely dry 1900-

1901, the cracking of the concrete walls plus the great demand on the limited supply available saw the return of the condensers and rail supplied water.

In 1903 the goldfields pipeline reached Southern Cross. A great ceremony was conducted with the turning on of the first water tap!

The New Zealand Gully Dam lay dormant until 1980, when the area was sold to a local farmer who restored the dam into working order, with great foresight he introduced Marron and fish stock with moderate success. Eventually with mining becoming more prominent the area was sold to a mining company.

Four kilometres along the South Yilgarn road stands the original town water supply, the concrete dam still in good condition. It held 5 million gallons, collected from drains off the nearby hill. Water was carted by trap 'with fast horse' to Southern Cross and stored in tanks along the main street for sale to the public. It was also available to fight fires.

On the left hand side of the dam, clay bricks were once manufactured. The old court house and post office built in 1893 came from here. It also supplied face bricks used inside the Catholic Church. A hole in the ground from where the clay was dug is all that is left.

Maori Lass was the name given to the Mine alongside this dam.

The first Race Course in the eastern Goldfields was also in this area.



New Zealand Gully Dam

Spectacular Wildflowers of the Yilgarn



Grevillea Excelsior - The Flame Grevillea, the Shire of Yilgarn Floral Emblem

This tour is designed to take you off the Highway to see some of the very best wildflowers Western Australia has to offer:

Leaving Southern Cross in a southerly direction, passing the Palace Hotel towards Marvel Loch, you may see White Verticordia, Helmsii, Red Bottle Brush Grevillea, Goldenaccia, Black Toothbrush Grevillea, Verticordia Brownii (Common Cauliflower), Parakeelya, Pimelia, Native Hops, Foxglove, Dampiera, Tinsel Flower, Bacon & Egg Bush, Pink Verticordia and

Melaleuca. Nine mile hill on the way to Marvel Loch shows its beauty with Blue Native Hibiscus and Donkey Orchids.

On arriving in Marvel Loch, a mining area established in early 1900, turn right at the General Store onto Parkers Range / Burbidge / Nevoria Road. Passing Yilgarn Star Goldmine you come to the cross roads sign posted Hyden; turn right. A further 5kms down this road brings you to an excellent display of Sandplain Wildflowers. You are on the Emu Fence Road and travelling a further 8.5kms brings you to a brilliant display of Smokebush, Banksia, Yellow Verticordia, Pincushions, Circus Trigger Plants, Blue Lace Flower, Native Red Pomegrante and Pea Flower. While in the area keep a look out for the Mallee Fowl which can often be seen running across the road. Continue for another 32.5kms until you come to Cramphorne Road, turning right you will see the South Yilgarn Wheat Bins on your left.

While cruising along this road, you will find a brilliant stand of Red Ravensthorpe Bottlebrush and the Yellow Flowered Tall Sand Mallee, along with birdlife especially the Green Elegant Parrots. Stay on Cramphorne Road for 14.3kms, passing over crossroads - watch out for a most unusual Golden Dryandra which can be seen on either side of the road. Continue 16.6kms, turn right onto South Moorine Road signposted Southern Cross 80kms. Follow this road



Plumed Grevillea



Climbing Fringe Lilly

3.1kms and turn left to Mt Hampton Dam. Follow the track 1km to arrive at a beautiful picnic place, with Greenhood, Donkey & Spider Orchids near the base of the rock along with Ferns, Tea Tree, Sheoak and Acacia thicket. Pink and Mauve Melaleuca line the track.

As you come back to South Moorine Road, turn left. After 4.6kms take the left hand fork travelling for 10.7kms to giveway sign. This brings you to the little community of Mt Hampton with a disused school, community centre and Dulyalbin Wheat Bin. Turn left into Dulyalbin Road, following this road for 23.2kms you will see beautiful examples of the brilliant Orange Verticordia (Morrison), Native Fuchsia, Calytrix, Ravensthorpe Bottlebrush and Cricketball Hakea. Turn right into Ivey Road for Native Foxglove and Tall Sand Mallee.

Continue along this road back to Bodallin and Great Eastern Highway. At the highway turn right, travel east several km to North Bodallin Road, turning left where you will see many varieties of Golden Wattle, Salmon Gums, Gimlets and Quandongs with their bright red fruit lining the road verges.

At 24km past North Bodallin telephone exchange you come to Keokanie Rock (one of the prettiest in our Granite Discovery) also remnants of a Hunts Soak near the road. Orchids abound here including Red Spider, Bluebeard, Green Hood, Vanilla, Laughing Leek, Prasophyllum Sargentii and Mignonette. Waitzia



Jack in the Box Orchid

Acuminata form a carpet of gold whilst the taller Glischrocaryon Aureum is along the road verge. 12.3kms further along North Bodallin Road try a walk through the bush amongst Pink Everlastings and different forms of Mulla Mulla growing in a golden carpet. Specimens lining the road include White Grevillea, Mouse Ears, Cypress Pines, Sheoaks and Deadly Nightshade.

Continue north until you arrive at the "T" junction of Mukinbudin-Bullfinch Road, take a small detour 2.4kms, turn left to visit Baladgie Rock, turn right into the track and follow this for 5kms. Another Excellent picnic place, explore caves, rock formations and a walk to the Lake. Native Broom grows abundantly along with many varieties of small plants and Ferns at the base of this granite rock.

Return to Mukinbudin-Bullfinch Road, travel in easterly direction for 3kms on



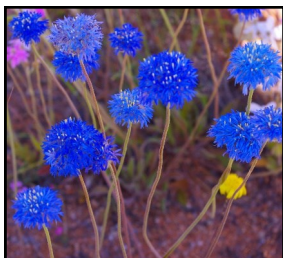
Mulla Mulla

the right is Karolin Rock, with carpets of Everlastings in Pink, Yellow, White, Blue Cornflower, Mouse Ears and Red Granite Bottlebrush, many varieties of birds frequent this area, the noisiest being the bellbird. This is an excellent example of an old well and small dam with Native Broom.

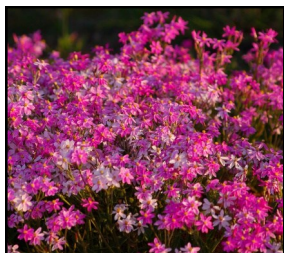
On returning to the Mukinbudin-Bullfinch Road 5.2kms east is Police Rock on the right hand side. Many plants can be found, including Stackhousia and Dampiera. Back onto the Mukinbudin-Bullfinch Road continue East through carpets of Pink Everlastings among the Bullfinch wheat and sheep country. Turn right at Bullfinch towards Southern Cross 18kms along

Bullfinch-Southern Cross Road you come to Halfway Rocks. Here you will see orchids, Scrub Sheoak and Pin Cushions. Further on at the 10km sign from Southern Cross you will see lovely specimens of the Grevillea Eriostachya subspecies Excelsior (Flame Grevillea), the Yilgarn Shire Floral Emblem.

Welcome back to Southern Cross. Many of our wildflowers are unique to this area. We hope you have enjoyed your journey through our spectacular country side.



Native Cornflower



Pink Paper Flowers



Yilgarn Wildflowers

Mystery of the Vultee Vengeance

On Sunday 27th August 1944 one of the most dramatic events to involve members of the 15th battalion took place in the far eastern part of the Unit's area. An RAAF Vultee Vengeance dive bomber went missing on a training flight from Pearce near Perth. The plane had apparently become lost and run out of fuel. The RAAF started searching between New Norcia and Moora without luck. A few days later a chance conversation between a commercial pilot and Sqd/Ldr Haber, the commanding officer of No.7 Communications Unit at Pearce, revealed that the former had sighted what he thought was a tent in the bush east of Narembene. Next morning a Beaufort bomber identified a parachute but no sign of life and a large number of soldiers from Northam were sent for a ground search.

The pilot Warrant Officer J Ingram was located at a remote farmhouse some four days after the crash and told his story. On realizing that he was nearly out of fuel he had warned the navigator Flt/Sgt CL King to bale out and went through the necessary roll to allow him to do so. He then climbed higher and baled out himself. There being no sign of King he headed west and found the farmhouse after four days during which he had only a goanna to eat.

A huge effort was now mounted to try and locate King and the aircraft. The wreckage was finally found by a Tigermoth on the 2nd of September in extremely thick and inhospitable scrub, however this did not deter a search party which included 15th Battalion men, from setting out to find it.



They drove a truck as far as possible then continued on foot. After they reached a spot five miles beyond the truck it was arranged that a plane would fly over and drop a smoke bomb on the crash site to mark it. A rifle was fired into a tree well ahead in line with the smoke and marked it so that one of the others could take a compass bearing. A further thirteen miles into the scrub they found the crash site.

Pilot, Warrant Officer Allan Jack Ingram & navigator, Flight Sergeant Clyde Leonard King

A large area had been burnt and the plane's engine was buried ten feet in the earth with wreckage strewn over ten acres. There was no trace of King or his parachute, it was believed that he had been hit by the large plane tail of the Vengeance as he bailed out.

After the war, his father traveled from the eastern states to make another search for his lost son, but to no avail.

Further information is available to read at the Yilgarn History Museum located on Antares Street, Southern Cross.

Book, "Vengeance of the Outback" - written by Charles Page available for purchase through the Shire of Yilgarn

Please note: access to the King Ingram Road to view the site of the Vultee



Vultee Vengeance

Yellowdine – a brief history

Yellowdine (Reens Soak) is situated some 30 kms east of Southern Cross. It sprang into prominence during 1890 when water was located among its rocks. The water became a godsend for a recently discovered Southern Cross.

When gold was found at Coolgardie and Kalgoorlie two years later, Reens Soak developed into an important overnight stop for gold seekers walking to the new -found diggings. A railway line to Kalgoorlie then followed. Reens Soak was chosen for a stopping place as the water was needed for steam engines.

The name of the stopping place was also changed from Reens Soak to Yellowdine in reference to nearby Lake Yealine.

During 1904 the water pipe line was laid from Mundaring to Kalgoorlie. A small township developed at Yellowdine, complete with a pub and store to service the railway workers and pipe workers and itinerant woodcutters in the area.

Yellowdine then coasted along until 1937, when Union Plaster Company built a factory plus staff houses to manufacture plaster board for railings to Perth markets. A large deposit of raw gypsum existed nearby.

In 1934, more gold was found at nearby Mount Palmer. Yellowdine benefited considerably as the closest town to the new find. The population swelled to justify a school, and in 1935 Yellowdine was gazetted a township. A further boost came in 1941 when the Railways turned Yellowdine into a booking-off depot for trains enroute from Kalgoorlie to Merredin.

It all came crashing down when the Second World War of 1939/1945 intervened. Mount Palmer gold mine closed in 1944, followed by the plaster works. Labour was scarce with men being drafted into the army. The raw gypsum was then railed to Perth for fabrication, and Yellowdine went into decline.

After the war, the railways continued a strong presence. But steam was being replaced with diesel engines needing fewer staff. Additionally plans were underway to construct a new railway line of Standard Gauge on a different route 30 miles to the north, via Koolyanobbing. Yellowdine was no longer

needed.

The last train went through on 29 November 1971. Staff were transferred elsewhere and the old narrow gauge line was pulled up after 75 years' service.

Today the little settlement of Yellowdine is a distant memory. A roadhouse and a tumbledown railway barracks is all that remains.

However a closer look will reveal where the houses and pub and plaster factory and railway once stood. The railway dam still fills and now under control of Civil Defence, and hidden nearby is Reens Soak which started it all in 1890.

A slice of history waiting for the intrepid traveller to discover.



Railway Station



Old Post Office and shop

Yilgarn Granite Discovery North

The Yilgarn is known to have some of the oldest rock formations in the world.

We have designed this tour to enable you to visit some of those with spectacular views, interesting rock formations, waves and caves and great picnic places. Take in the expanse and beauty of our land. Your trip will take you on unsealed roads, so care should be taken.



Halfway Rocks Natural arch

From Southern Cross travel north along Bullfinch Road. A small detour 6kms will take you to Hunts Soak on Lake Koorkoordine and the Golf Course for a great view of the Lake and Southern Cross.

Back on the Bullfinch Road approximately 18kms you will see Halfway Rocks break away site of “Sly Grog” shop during Bullfinch boom 1909-10. Continuing on you reach the town of Bullfinch 36kms, whose main street was once a mile long with businesses on both sides—shops, newspaper, boarding houses, mine office, bank, service station etc. The Copperhead Goldmine also operated in the area.

At the “T” Junction you can turn right and travel to Golden Valley 28kms. The first gold lease and first town east of Northam. Pass Radio Mill (reputed the richest privately owned gold mine in the Southern Hemisphere owned by the same family from 1913 to the late 1960’s) travel further 140kms to Mt Jackson, Clampton and Evanston. However our trip is taking us west.

At “T” junction turn left onto the Mukinbudin Road travelling through wheat country. There is an excellent example of an old well, it was during Hunts third expedition east in 1865 that his construction party met some aborigines who referred to the water at Karolin as “Gully never dead”. Hunt’s team blasted the rock and enlarged the basin. Follow the track to small water-hole and picnic place.

Return to Mukinbudin Road: 3kms on the right is the turn off to Lake Baladgie

and Baladgie Rock (5.7kms to the actual rock.) You can drive part of the way around Baladgie or walk and experience the wonders of caves and rock formations. A short climb to the top, take in the magnificent views of Baladgie Salt Lake to the north, and east to Highclere Hills where gold was first discovered in Golden Valley. This is also an excellent picnic area, with wildflowers during the season. Orchids and a variety of ferns can be seen growing in the rock crevices.

Return to Mukinbudin Road and drive 2.4kms back to North Bodallin Road, turn right to Kerman Rock at approx 7kms on right (is on private land and is not accessible).

Continue along North Bodallin Road 12.6kms to Keokanie Rock, travelling through farms, bushland, and tall trees. Keokanie is on your right, where you will find the remnants of a Hunts Dam at the base of the rock. While exploring this area for the first time in 1865, Hunt met five Aboriginals who had never seen a European man on horseback before.

3kms further on your left is Stand-pipe Road, turn left here for 8kms to junction of Noongaar North Road, turn right 6kms to Moorine Rocks/Hunts Soak and another great picnic place. A corroboree was arranged here in Hunt's honour by the Aboriginals who seeing Hunt's red coat, believed him to be the Governor. Walk through the bushland, climb to the top; to the south you can see Moorine Rock Wheat Bins.

1km from Moorine Rock turn left, or you can continue 11kms straight ahead to Great Eastern Highway at Noongaar; turn left to return to Southern Cross (37kms).



Baladgie Rock

We are going to complete our Granite Discovery by turning left 1km from Moorine Rocks; travelling for 15kms along Moorine Rocks Road you'll come across Kodjerner Rock, a low flat formation and a restored hunt's well.

First discovered in 1864, Hunt returned again in 1865 to redig the well to a depth of 2 metres. He returned twice more during his travels into the eastern vastness. The well is on the west side of the road.

A further 10kms brings you back to the Great Eastern Highway, 3kms right to Moorine Rock or 18kms left will return you to Southern Cross.



Baladgie Rock

Yilgarn Granite Discovery South

Southern Cross is surrounded by some of the oldest rock formations in the world, our southern tour will take you through broad valleys, low rolling hills with some large outcrops that offer excellent vantage points and distinct landscape. Views. The roads are mostly unsealed, so care should be taken.



Frog Rock

From Southern Cross travel west 1km to Southern South Cross Rd / Hyden (signposted). Approximately 25km turn

left onto Parker Range road to see Strawberry Rocks on both sides, and a short way along turn left into Strawberry Rocks Road, and a track to the rock—a large flat expanse of granite more like a pancake. At the base of the rock two wells can be found, one with stone walls and another covered with rough gimlet. During our early history two schools operated in the area, one being the Strawberry Rocks School.

Retrace your route back onto the Southern Cross South Rd towards our next destination, Frog Rock.

2kms along Southern Cross South Rd you cross over the Frog Rock Marvel Loch Rd, continue on another 2kms to the entrance of the of the Frog Rock Reserve on the right. There is a short drive into the parking area.

This reserve is home to many native birds, animals and significant varieties of our unique wildflowers and trees including Sandalwood.

The Soak at the base of Frog Rock was developed into a well in 1940. It has timber walls and jack pump. There is a wave like formation on the southern aspect of the rock. An attempt was made to build a rough eastern wall to create a dam which was never successful. It does however retain some water from the rains which soon evaporate or soaks away. There are good views from the summit which is also a great picnic place.

Back to the Frog Rock Marvel Loch Rd, turn left, continue approx. 12kms to the "T" junction with the Moorine Routh Rd (bitumen) Right will take you back to



Frog Rock

Moorine Rock, however we are turning left and following the bitumen road 21kms to the Crossroads with Dulyalbin Wheat Bins on your left and Mt Hampton disused school (the children are now transported to Moorine Rock for their schooling). The Tennis Courts and Community Hall are still popular meeting places for the Mt Hampton Community.

Continue over the crossroads (Bodallin South Rd) a further 15kms, turn right into Mt Hampton Wildlife Sanctuary. During 1995/96 the Shire of Yilgarn and Mt Hampton Progress Association combined to build a new water catchment at the base of Mt Hampton Rock. This is a beautiful spot

with wildlife, wildflowers, magnificent views from the top with many water run offs, including small waterfalls after rain. Listen to the quiet of the “Sighing Gins” as the breeze rustles through the scrub trees. (The “Sighing Gins” is the common name for the Sheoak in the area called such as Aboriginal men claimed the breeze through the trees sounds like their women folk wailing.)

Back on Moorine South Rd, turning left, we are now going to back track to the crossroads of Bodallin South Rd. Turn left on Bodallin South Road.

10.5kms along the Bodallin South Rd turn right into Nulla Nulla South Rd.

Turning left into Harvey Rd, and then turn right into Dulyalbin Rock Access Rd, you’ll find another of our unique granite discoveries.

Look out while driving on this access road to the rock for flocks of our Red/Black tailed cockatoos (territorial birds and one of the few flocks found in the Yilgarn district).

There is an old well at the base of the Dulyalbin Rock which is a Government Reserve and the well was one of the major watering holes along the Sandalwood track. A large cement tank and stone wall built into the rockface now supplements local farm water supplies. Dulyalbin Rock also has a wave-like feature although not as famous as Wave Rock in Hyden, it certainly could be classed as its rival. Great picnic place and spectacular views.

Back onto Nulla Nulla South Rd, turn left 1km to Bennett Rd (signposted) and

turn right continue to crossroads 4kms, turn left, you are back on Moorine South Rd. Follow the bitumen road back to Moorine Rock townsite. 22kms back to Southern Cross on the Great Eastern Highway (to east). Alternatively from Dulyalbin Rock Road turn left to continue on Nulla Nulla South Rd passing Nargalyerin Rock on your right and back to the Great Eastern Highway. At the highway turn right to return to Southern Cross with a short stop over at Moorine Rock's family owned Hotel for light refreshment.

This historical Hotel was moved twice before it came to its last resting place at Moorine Rock. It was first in Marvel Loch, then moved to Burbidge in 1923, then later moved to Moorine Rock. The small original township was first known as Parker Road, before being gazetted as Moorine Rock.



Frog Rock



Dulyalbin Rock and tank



Shire of Yilgarn

23 Antares Street
Southern Cross WA 6426
PO Box 86
Southern Cross WA 6426

Phone: (08) 9049 1001

yilgarn@yilgarn.wa.gov.au

www.yilgarn.wa.gov.au

Visit Yilgarn website: <http://visit.yilgarn.wa.gov.au>

