

JOURNEY INTO HISTORY



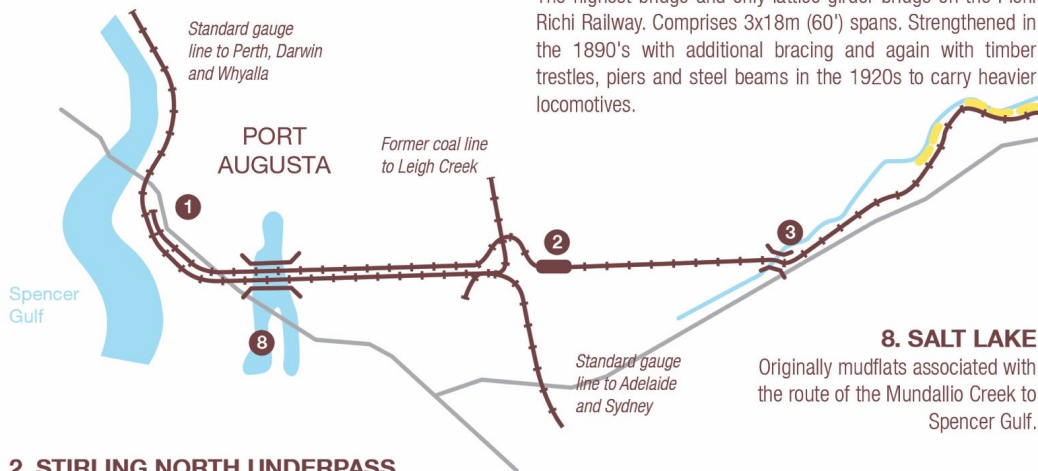
LIVING OUR HERITAGE AND TRAVELLING THROUGH THE PICHI RICHI PASS

The narrow-gauge railway line opened to Quorn in 1879, forming the first part of the Port Augusta and Government Gums (Farina) railway which was intended to link Port Augusta to Darwin.

* Denotes listed on the South Australian Heritage Register

1. PORT AUGUSTA RAILWAY STATION *

In 1917 this grand looking station opened for the Trans Australian standard gauge line from Port Augusta to Kalgoorlie, WA. Before then, the narrow-gauge railway to Quorn and Oodnadatta terminated at Commercial Road, Port Augusta, where the stone station building is still standing.



2. STIRLING NORTH UNDERPASS

The underpass under the Stirling North - Leigh Creek standard gauge line was built in 2001 when the Pichi Richi line was extended from Stirling North to Port Augusta. Note the geology in the cutting and evidence of rounded creek stones having been washed out from the Flinders Ranges.

3. SMOKER'S BRIDGE *

Crossing Saltia Creek and 42.7m (140') long, it has five 6.1m (20') long spans and one 12.2m (40'). Spans are wrought iron with masonry abutments. Strengthened in 1890 and again in 1924 with the addition of timber piers. Soon after the bridge, the gradient steepens and the train leaves the coastal plan and enters the Pichi Richi Pass.

4. SALTIA

The narrowest part of the Pichi Richi Pass with impressive rock escarpments on each side. Before the railway was built the Saltia Hotel (built in 1859) was a 2 day bullock dray ride from Port Augusta. At one stage Saltia township was home to nearly 200 people.

5. SALTIA BRIDGE *

In 1968 one span was damaged by a high-load semitrailer, effectively closing the line through the Pichi Richi Pass. Two new spans were fabricated by contractors and the track reopened by the Pichi Richi Railway in 1975. It was damaged again by a speeding grain truck, this time destroying the cast iron columns. New universal columns and concrete footing were installed and again the track was reopened.

6. 20 FOOT BRIDGE *

This bridge has the highest masonry abutments being over 6m (20') high. In 1925 the original wrought iron span was replaced with a steel span.

7. LATTICE BRIDGE *

The highest bridge and only lattice girder bridge on the Pichi Richi Railway. Comprises 3x18m (60') spans. Strengthened in the 1890's with additional bracing and again with timber trestles, piers and steel beams in the 1920s to carry heavier locomotives.

8. SALT LAKE

Originally mudflats associated with the route of the Mundallio Creek to Spencer Gulf.

9. WOOLSHED FLAT

The halfway point of the journey, Woolshed Flat has sidings by the main line, a turning triangle built by the PRR, and original fettlers cottages. The one closest to the tracks is the oldest remaining building on the railway, dating back to 1878.

10. WOOLSHED FLAT BRIDGE *

The bridge iron work was prefabricated in England, with cast iron columns and masonry abutments, and 5x12.2m (40') wrought iron spans. Strengthened in the 1890's and again in the 1920s.

11. S-BEND BRIDGE *

A single 12.2m (40') wrought iron span passing over the S-bend of the roadway. Strengthened in the 1890s with steel angle and bar, and again in 1925 with a single timber pier at the Quorn end.

13. FRENCH'S FARM

Situated between the railway and the main road. For a period of the 1990s the large stone building operated as a restaurant. For many years Dougie the dog enthusiastically greeted every Pichi Richi train and to the delight of our passengers ran along beside it for some distance.

14. FRENCH'S BRIDGE *

Built in 1879 with a 12.2m (40') span of wrought iron and masonry abutments. Strengthened in 1880 with flat bars and angles on the girders and again in 1924 with timber pier added at the Quorn end.

12. PICHI RICHI TOWNSHIP

Once a thriving settlement with a brewery and pubs. The township and the Pichi Richi Pass were named after the pituri bush which grew here and was used by the Nukunu people.

15. SUMMIT

The highest point of the railway line at 406m (1332') above sea level. There are continuous uphill grades of 1 in 60 to the Summit from either side.

16. PICHI RICHI RAILWAY WORKSHOP

Rebuilt on the site of the original South Australian Railways depot of 1891. The original workshop was demolished in 1958. Since the formation of the Society in 1973 this site has been completely rebuilt with new facilities, including locomotive and carriage restoration workshop, and rolling stock storage. Tours may be booked on selected days, please enquire at the Flinders Ranges Visitor Information Centre in the Quorn Railway Station.

17. COUNTRY WOMEN'S ASSN. BUILDING*

During WWII the Quorn branch of the SACWA fed over 400,000 meals to troops and refugees passing through Quorn. The existing Sidney Williams Hut building was erected for this purpose by the Army, purchased in 1946 by the CWA and relocated to Seventh St, Quorn. The building, subsequently purchased by the Pichi Richi Railway Society in 1992, reerected in the station precinct in 1995, is now used as a member's facility.

18. QUORN RAILWAY STATION *

The original weatherboard building was built in 1879 and replaced with a brick and sandstone building in 1916. The contract to build the new building was let to Mr. F. Fricker of Queenstown (Adelaide), for £2,862, with work commencing on 29 July 1914. The white sandstone came from A.C. William's quarry and the bricks were made at Harradine's Clay Pit and Brick Kiln. Dutch gables, believed to have been designed by the Resident Engineer Frank Yeomans, are a unique feature.

Inside Quorn Railway Station is the Flinders Ranges Visitor Information Centre and Pichi Richi Railway Museum displaying railway memorabilia. Open Daily, suitable for all ages.

DRY STONE RETAINING WALLS

Built by British stonemasons the culverts are different to the dry stone walls, as most were built using concrete made along the line from local materials. Some Portland cement was used, imported from England, as being the 1800s not yet made in Australia.

