SECTION 1

All areas in South Australia to the Murray River crossing at Wellington:

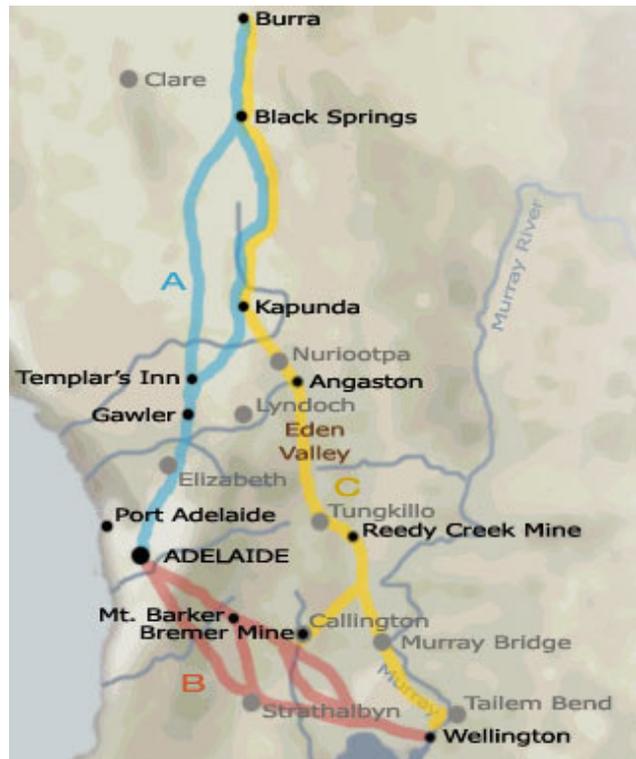## <mark>PART A</mark>

<mark>Burra to Adelaide - via 1850's 'copper roads'</mark>

PART B

Adelaide to Wellington

PART C

Burra to Wellington via Reedy Creek Mine

<mark>**SECTION 1, PART A**</mark>: **Burra to Adelaide**
By 1851 there were several 'copper roads' in use between Burra and Gawler and on to Port Adelaide, all of which passed through Black Springs, to the south of Burra
From **Burra**, take the Barrier Highway toward Saddleworth and Gawler, but just as you drive out of the town, turn left onto the Old Adelaide Road (gravel).
Approximately 10km along, a day's travel by bullock dray from Burra, is what remains of the **Sod Hut** settlement. It is worth stopping to see the extent of the ruins.
Approximately 3 km south of Sod Hut, veer to the right and pass through Stony Gap. Continue via Koonoona Road, Burra Road and Black Springs Road and turn right at the intersection of Black Springs Road and Old Burra Road to **Black Springs**. The original site of the settlement is approximately 1.5 km to the north of today's township.   At Black Springs there was a permanent spring providing good water. The various 'copper road' routes diverged here.
Approaching **Apoinga** from Black Springs today involves a slight back-track from Black Springs to take the right fork into Apoinga Road and left into Heinrichs Road at the southern end of Apoinga Lagoon, to the Apoinga Historic Sight at the intersection with Tothill Belt Road. Alternatively, continue along Black Springs Road to Tothill Belt Road and turn right to reach Apoinga.   There was a good supply of timber at Apoinga, and in 1849 one of South Australia's first smelters was constructed here. By 1851 there were approximately 30 houses and a population of 100
<mark>**Alternative route**</mark>: **Sod Hut to Apoinga direct** From Sod Hut, continue south on the eastern side of the Tothill Range of hills and turn west onto Black Springs Road through the Tothill Gap and continue direct to Apoinga. From there Black Springs is a 30 minute (round trip) detour

From **Apoinga**, continue south along Tothill Belt Road to **Tothill Creek** where ruins are still visible beside the Tothill Creek.
www.postcards-sa.com.au/features_videos_pages/saddleworth_museum.html

Continue south from Tothill Creek and turn right (to the south-west) into Slant Road and left into Main Road (Burra Road) at the settlement of **Springfield**. A short distance south along Main Road, opposite the cemetery, was the Australian Arms Hotel and Stables now marked by Heritage Marker 7 - see http://dossrow.rbe.net.au/HERITAGE%20PEGS.htm
Quoting from the website: Heritage marker No 8 shows the location of the English & Australian Cooper Company in 'the days when copper was transported by road from Burra to Port Adelaide', 'sold in 1869 when the railway line was extended to Burra'.
Heritage marker No 9 shows the site of the Twyford Primitive Methodist Church, now facing a closed road, where there are two old almond trees with some building stone close by and flag irises which grew along the original fence line.
The Light River flows for quite a distance close to this road, and there are various fords marked on maps.   The River veers away to the east to the north of Hamilton

Continue along Burra Road/Main Road south through Marrabel to **Hamilton, Allandale North** and **Kapunda**

Map Curnow, the giant statue of a Cornish miner stands close to the spot where copper was discovered in 1842. This and associated interpretive signs are easy to access from the road

From **Kapunda** take the Thiele Highway, or Adelaide Road, south and after a few kms take the Kapunda-Greenock Road. A short distance along, where the road veers to the left, turn off to the right, continuing south into Almond Corner Road which passes through **Bagot Gap**, in the Nain Range.
Capt Charles Bagot was one of the first settlers in the Kapunda area. See 'Setting the Scene' for more on his role in early 'copper' roads
After crossing Leske Road (on a diagonal) it becomes the Old Kapunda Road until it meets Daveyston Road.
At Daveyston Road, the original road south-south-west to Shea Oak Log peters out into farming land and it is necessary to leave the 'copper road' for a short distance
Turn left into Daveyston Road, and then right onto Eden Road (Old Sturt Highway) to pass through Shea Oak Log which was on the original 'copper road'. Continue on to join the Main North Road north of **Gawler** and follow it into Adelaide.

Take note passing through Smithfield as this appears on maps of the original 'copper roads' to the Port of Adelaide
To complete the journey following an original 'copper road', you may wish to turn right at the Gepps Cross intersection into Grand Junction Road which takes you to **Port Adelaide**. Otherwise, continue on, following the signs for **Adelaide**

Alternative route: via Barrier Highway
Follow Part A to Black Springs, and continue along Black Springs Road to the Barrier Highway, passing through Manoora, Saddleworth and Riverton and join Main North Road. Continue on through Tarlee, Linwood and the small township of **Templers**.
Templers is believed to be the site of 'Templar's Inn' (North Star Inn) shown on the 'copper road' maps, and mentioned in the Charles Rule diary
This road follows closely one of the original 'copper roads' between Burra and Port Adelaide
South of Templers, re-join the main route and continue following directions into Adelaide.

Alternative route: To avoid gravel roads completely, take the Barrier Highway south from Burra through Saddleworth and Riverton and Gawler. To visit Kapunda either turn off at Saddleworth through Marrabel, or continue and turn at Tarlee

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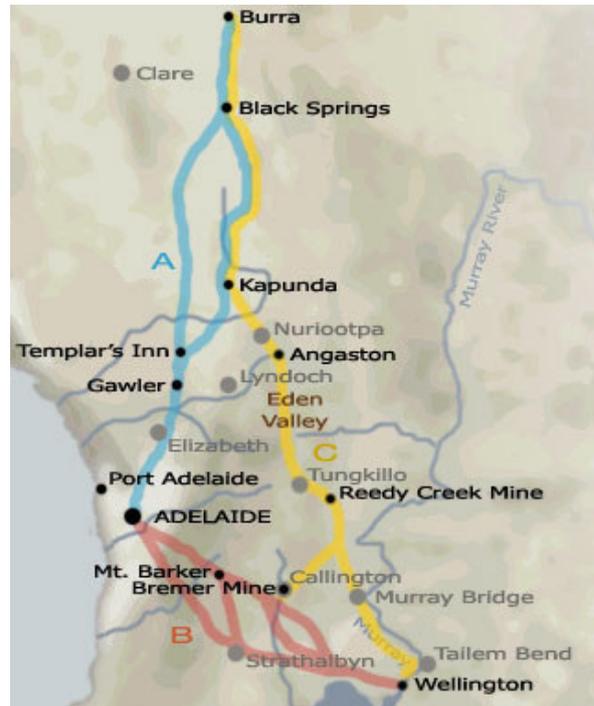
PART A

Burra to Adelaide - via 1850's 'copper roads'

PART B

Adelaide to Wellington

PART C

Burra to Wellington via Reedy Creek Mine

Several options are provided in this section. A detailed map will be useful to assist in choosing your route

SECTION 1, PART B: Adelaide to Wellington

The Mt Lofty Ranges and adjacent areas offer a wide variety of historic spots and activities and the Old Princes Highway and the road between Echunga and Strathalbyn provide a good approximation of the twists and turns of the original tracks. Mining enthusiasts might like to take the self-guided Jupiter Creek Heritage Trail, or visit the township of Callington and the nearby Bremer Mine site (established 1850), both with considerable heritage significance

Several townships to the east of Adelaide in the Mt Lofty Ranges had been well established by the time of the gold discoveries in Victoria. Travel between them and into Adelaide was common and wayside stops available. Accounts of the journey in 1851 and 1852 indicate two main routes to Strathalbyn - via Echunga and Macclesfield, or Mount Barker.

Adelaide to Strathalbyn via Echunga, Macclesfield
The Old Princes Highway is not accessible for the first part of the journey, so leaving Adelaide take the M1 Princes Highway from Glen Osmond into the Mt Lofty Ranges.
Take the off-ramp to Stirling and travel through Aldgate, Bridgewater, Echunga and Macclesfield to **Strathalbyn**.
　　This takes you through extremely hilly and picturesque areas, crossing the Onkaparinga River and following the Angas River south from it's headwaters, to Strathalbyn

Adelaide to Strathalbyn via Mount Barker
From the Princes Freeway, take the Crafers off-ramp, continue through the intersection with Mount Lofty Scenic Route and turn to the left into Piccadilly Road. After a short distance turn right into Old Mount Barker Road. Follow this road is it twists and turns until you meet a T-intersection. Turn right into Kain Avenue and then left into Mount Barker Road to Bridgewater and on through Hahndorf ('German Town') to **Mount Barker**

Alternative route: **Adelaide to Mount Barker - bypassing winding and hilly roads**
From the Princes Freeway, take the first Hahndorf off-ramp and follow the Old Princes Highway/Mount Barker Road through Hahndorf and follow the signs to **Mount Barker**

While in Mount Barker - consider a ½ hour detour to the Mount Barker Summit for an excellent view, including parts of the Coorong and Lake Alexandrina. NB Closed on Total Fire Ban days!
From Mount Barker, continue on the Long Valley Road to Wistow and **Strathalbyn**.

Strathalbyn to Wellington
From Strathalbyn, follow the signs to **Langhorne Creek** and Wellington

There are several wineries in the Langhorne Creek area, most notably the Bleasdale winery established by Frank Potts in 1850. When the number of travellers passing through on their way the goldfields grew to such an extent, Potts built a wayside inn to cater for them

Alternative route: **Wellington via Mount Barker & Chauncey's Line Rd**
Chauncey's Line Road is included here because it was surveyed in 1851 and is mentioned in accounts of the Gold Escort, although as yet no detailed accounts have been located of overland travellers using. It passes through open farming country and is not difficult travelling (as opposed to the steep hills and gradients of Parts C and D), although partly gravel. Part of this route appears on contemporary maps as Chauncey's Line Road

Leaving Mount Barker the road follows a ridge from which there are views to left and right as well as into the distance ahead, and it is easy to imagine travellers getting their bearings here. Once past Red Creek, where there are the ruins of several buildings beside the creek, and over the Bremer River, the road continues in straight line in the direction of Wellington, until it joins the Murray Bridge - Langhorne Creek Road

From **Mount Barker** follow the road to **Wistow** and turn off the Long Valley Road just to the east of Wistow, towards **Woodchester**.
A further turn to the left onto Red Creek Road (gravel) will take you through the settlement of **Hartley** and along Chauncey's Line Road. The road does not continue past the Murray Bridge-Langhorne Creek Road. Turn right (Brinkley Road) and left into Wellington Road to take you to **Wellington**.

Alternative route: **via Mount Barker, Woodchester & Langhorne Creek** (sealed road)
Instead of turning off at Red Creek Road towards Hartley (gravel road), continue on through Woodchester and Bletchley to Langhorne Creek and then to Wellington.

At Wellington: Before queuing to cross the Murray River on the ferry, stop to have a look around and consider the situation in 1852.

Wellington in 1951 and 1852 the only reliable 'all weather' crossing point over the Murray River, then as now, by punt/ferry. The River had flooded in late 1851, so water levels were high, even in shallow areas. Had it been possible to find footings for a road and railway bridge at Wellington, it would have remained the main crossing point over the Murray River, however it was built at Murray Bridge instead

Alongside the Ferry is the Old Court House, extensively restored in the 1980's and now housing a museum, café and retreat. The original punt / ferry operated from the other side of the Old Court House. There is a small park in front of the Old Court House with various plaques and information panels.
The Wellington Hotel, a short walk along the river, is thought to be the oldest licensed premises in South Australia outside Adelaide. Both the Court House and Hotel provide accommodation

SECTION 1

All areas in South Australia to the
Murray River crossing at Wellington

PART A

Burra to Adelaide - via 1850's
'copper roads'

PART B

Adelaide to Wellington

PART C

Burra to Wellington via Reedy
Creek Mine

SECTION 1, PART C: Burra to Wellington via Kapunda and Reedy Creek Mine
Travelling via Angaston and Reedy Creek Mine as the Ninnes group did, involved a diversion from the 'copper road' at Kapunda. Thomas Ninnes describes travelling via the Reedy Creek mine and on to 'the sandy banks of the Murray River'
Follow **Part A** to Kapunda
From **Kapunda** take the road to the south towards Gawler and after a few kms turn left towards Greenock and follow signs to Nuriootpa and from there to **Angaston**. Continue on passing through Eden Valley to Springton and Mount Pleasant. Not far from Mount Pleasant turn to the south (left) towards and left again onto the Adelaide-Mannum Road into Tungkillo township, and on to Palmer.   **Reedy Creek Mine**, south west of Palmer, in the early 1850's employed a high percentage of Cornish miners and was the centre of a village of approximately 600. Ruins remain, but are not easy to locate. You may be able to find someone locally who can direct you   The road between Tungkillo and Palmer climbs over a significant escarpment. Give some thought to how long it might have taken to travel up and down the travelling this way with bullock drays. There is a viewing point at the top which provides views over the Murray River plains and beyond
Murray Bridge to Wellington: take the road south from Palmer towards Murray Bridge. This provides a mainly flat course, with the hills to the west for a considerable distance, and in places provides glimpses of the river. From Murray Bridge a road follows the River via Woods Point and the large bend to Jervois (opposite Tailem Bend) to **Wellington**.
Alternative route: Murray Bridge to Wellington Two roads veer off the road along the river bank - Flagstaff Road and Brinkley Road. These both join the Langhome Creek - Wellington Road on the northern end of Lake Alexandrina. They are both gravel and pass through low scrubby country perhaps more indicative of that experienced in the early 1850's. Turn left (east) onto Wellington Road to Wellington.

Alternative route: Palmer to Wellington via Monarto
From the Palmer-Murray Bridge Road, turn to the right (south-west) on Pallamana Road towards Monarto, and follow the signs to Monarto. Continue south from Monarto, crossing the Old Princes Highway and the Princes Highway, along Ferries McDonald Road to join the Wellington Road to the east of Langhorne Creek.

A variation would be to turn left at the Ferries-McDonald Conservation Park intersection into Chauncey's Line Road. Turn right at the end and then left into Wellington Road.

Alternative route: Palmer to Wellington via Callington and Bremer Mine historic site
The Bremer Mine (www.southaustralianhistory.com.au/bremer.htm) operated at **Callington** (www.exploringaustralia.com.au/showplace.php?p=2671) in the early 1850's and employed a significant number of Cornish miners. The suggestion has been made that Cornish miners travelling from Burra may have had contacts or family at Callington, and taken the opportunity to pass by there on their way to Victoria.   The Kanmantoo Mine currently operates nearby. This mine and Callington are both located on the Old Princes Highway. The architecture of early Callington is still visible around the town

There are several options for travel from Callington to Wellington:

Via Murray Bridge - travel east from Callington along the Old Princes Highway to Murray Bridge and follow the Murray River south to Wellington

Via Woodchester & Langhorne Creek - travel south from Callington towards Strathalbyn and turn left (south-east) at **Woodchester** onto Dalveen Road to **Langhorne Creek** and on to Wellington

Via Chauncey's Line Road - travel south from Callington towards Strathalbyn and turn left (south-east) onto Red Creek / Chauncey's Line Road (some gravel) through the settlement of Hartley. Where the road meets the Murray Bridge-Langhorne Creek Road, turn right (Brinkley Road) and then left into Wellington Road to take you to **Wellington**.

At Wellington: Before queuing to cross the Murray River on the ferry, stop to have a look around and consider the situation in 1852.
Wellington was the first and in 1852 the main 'all weather' crossing point over the Murray River, then as now, by punt/ferry. Had it been possible to find footings for a road and railway bridge at Wellington, it would have remained the main crossing point over the Murray River, however it was built at Murray Bridge instead
Alongside the Ferry is the Old Court House, extensively restored in the 1980's and now housing a museum, café and retreat. The original punt / ferry operated from the other side of the Old Court House. There is a small park in front of the Old Court House with various plaques and information panels.
The Wellington Hotel, a short walk along the river, is thought to be the oldest licensed premises in South Australia outside Adelaide. Both the Court House and Hotel provide accommodation

| The Old Court House & Museum at Wellington | Interpretive signs by the River at Wellington |

Make sure you are well prepared. Background information and practical advice is available on the Overland Gold website - www.cornishvic.org.au/overlandgold/diy-travel.shtml