

24/4/07

Nomination for
HISTORIC ENGINEERING PLAQUE
for
**STUART HIGHWAY NORTH
SURVIVING FABRIC**



April 2007

Engineering Heritage Australia (North)
Northern Division
Engineers Australia

1/61 9

Stuart Highway Surviving Fabric.

The NEL submission contains numerous specific and generalised references to sections of the highway no longer in use.

As the Stuart Highway has been upgraded the alignment has been straightened and improved creek and river crossings have been constructed. This has resulted in numerous short sections of the highway being made redundant and abandoned; however several substantial redundant sections remain in use as they provide access to other roads and features. E.g. Dorat Road between Adelaide River and Hayes Creek, and the road between Banka Banka and Renner Springs, past Churchill's Head. The converse is also true and in the flatter country south of Katherine the majority of the WWII highway upgraded to National Highway standard is on the same alignment, both vertical and horizontal, as the WWII construction. Minor deviations to provide better locations for stream crossings with bridges to replace floodways occur at most major creeks and rivers.

A desk top, (i.e. as good as my memory is!) summary of the surviving fabric is as follows; I have driven the length of the highway twice in the last year.

Darwin 2¹/₂ mile and Winnellie, WWII alignment now suburban streets Hudson Fysh Avenue / Wilmot Street and Winnellie Road. Refer first map - *nil Nolome Road plog 11 11 31*

Palmerston, WWII pavement remnant adjacent to the intersection of Gurd Street and Roystonea Avenue remains. Refer photo. ^{p6} Roystonea Avenue from Stuart Highway Deviation through Palmerston is WWII alignment upgraded in 1979 to National Highway Standard. This was the first highway upgrade contract to have a sealed detour as part of the construction process and following over application of binder on the seal coat, the first non arterial road to be asphalted with "hot mix". Photos attached. WWII alignment at Mitchell Creek and Mitchell (Creek?) hill abandoned, WWII construction will be developed over as part of Palmerston. Pavement has been tynd / removed in substantial sections.

Virginia WWII alignment at Brookings Creek abandoned still in Stuart Highway road reserve.

Berry Creek WWII alignment including floodway crossing of Berry Creek now part of a road under the control of Litchfield Shire Council providing access to lots in a rural subdivision. Photograph attached p7,8

Acacia Creek ?? WWII alignment including floodway crossing of Acacia Creek, abandoned still in Stuart Highway road reserve.

Manton Dam WWII alignment road only. Original floodway crossing of Manton River now has bridge constructed over it.

South of Manton River to Manton Dam Recreation T/O several sections of WWII construction. One section has been converted to a major truck parking bay and has been used as a traffic search area when quarantine roadblocks are in force. Photo attached. p8

Batchelor T/O to south of Coomalie Creek. WWII alignment and bridge. T/O is a simple triangle that allowed high-speed (but dangerous!) turn offs for traffic in any direction. Intersection has been

replaced by a T intersection. Photographs attached Bridge appears to still be in good condition and provides access to a farm and the WWII Coomalie Airstrip. The WWII road also provides access to a popular swimming hole / camp ground on Coomalie Creek. Photographs attached. p 9, 10

Crater Lake T/O to Tortilla Flats T/O Section of WWII alignment including a short torturous piece of road plus the bridge over Glen Luckie Creek. Bridge is still in reasonable condition but has earth mound on pavement at either end to prevent use by traffic. p. 11, 12

Jones and Stapleton Creeks. Short section of WWII alignment including two bridges now on private property. Access to the property is via the old highway and the Stapleton Creek bridge.

Snake Creek Ordnance Storage Depot (Closed T/O) to Adelaide River Township. Section of road and a bridge that provides access to adjoining properties, the Old Coach Road and Snake Creek Ordnance Storage Depot. Bridge over Snake Creek is still in use. Construction of the Alice Springs Darwin railway closed off the original entry to the Ordnance Storage Depot. The Overland Telegraph, NAR and Old Darwin Road meet the WWII and new Highway alignment near the Snake Creek Crossing. Photographs attached. Not found

Adelaide River Township WWII road is now the service road to the Stuart Highway. The low level bridge over the Adelaide River is still open to local traffic. The Overland Telegraph, NAR, and new Highway alignment leave the WWII alignment just south of Adelaide River. Photographs attached p. 13

Adelaide River to near Hayes Creek. DORAT Rd 68km of WWII alignment still in use providing access to the Daly River Road, Ooloo Road, Fountain Head Road and numerous pastoral properties and mines. The road features the 86 mile jump up, a very steep section of road where the road rises to the top of the plateau /table land, the bridge over Burrell Creek and a considerable proportion of its length is torturous with numerous short radius horizontal and vertical curves.. The road has been well maintained with CMPC of WWII vintage being replaced with RCP and RCBC. Sections of pavement that have failed have been reconstructed to a similar standard as the original road. In the late 1960's the majority of the floodways were resurfaced with an asphalt surface, this increased the life of the surface and provided a much-improved riding surface the pavement has been resealed periodically. Photographs attached. p 13, 14, 15, 16, 17, 18, 19

CMPC
RCP
RCBC

Hayes Creek to Pine Creek WWII alignment with numerous short and longer sections of road made redundant by straightening for the new alignment. Photographs attached. South of Hayes Creek Wayside Inn is Cork Screw Pass, the old alignment still exists but access to it is restricted by the height of earthworks. South of Emerald Springs is a short section of road which was one of the first realignments / upgrades of the WWII alignment. A larger deviation occurs north of Pine Creek near the Union Reef mine turn off where the old alignment sweeps to the west past the WWII Mc Donald Airstrip. p 19, 20

Pine Creek The WWII alignment was abandoned when the Stuart Highway was upgraded to National Highway standard. The road alignment was relocated slightly when the Pine Creek (Enterprise) mine cut back occurred. A major relocation to the east of the town was made when a second cut back of the mine occurred. WWII alignment is now the access to the town tip Refer photo. p 19

Pine Creek to Katherine WWII alignment road was torturous and of small radius vertical and horizontal alignment. A long straight heading due east was followed several kilometres later by an equally long section heading west, the alignment was obviously selected to minimise drainage

costs. The WWII road had numerous crossings of the NAR, the new alignment reduced railway crossings from seven to one. Most of the WWII alignment is now on private property and is either used for local access or has been abandoned to nature. WWII bridges over the Cullen, Fergusson and Edith Rivers still exist however they are now on private property and approach earthworks have washed out on the Edith bridge. South of Pine Creek the old alignment provides access to a pastoral property, at the Fergusson the road is still trafficable but a gate has been erected across the road. (On last inspection gates had been removed or stolen) The area around the Fergusson River is of great engineering significance in that it has the 1916 temporary low level railway bridge refurbished in 1942 for WWII road use, the 1918 NAR high level railway bridge which was refurbished and is now part of the Alice Springs Darwin railway and the 1975 high level road bridge, with Telstra optic fibres attached, constructed as part of the National Highway upgrade. These three bridges two of which have had two lives are within a short distance of each other. The Amadeus Basin Darwin gas pipeline and Darwin Katherine 132kV transmission line cross the Fergusson upstream of the bridges. A nearby hill has a microwave repeater overlooking the scene. Photographs attached.

p 20, 21, 22, 23

North of Katherine the WWII and National Highway alignment pass through a "gap" in the limestone outcrops, the ideal spot for police to put road blocks only locals know the back tracks around the rocks! The original WWII alignment crosses the Katherine River several kilometres downstream of Katherine at the low level crossing, a bridge and weir were constructed during WWII and are still in use. The road on the north bank has been upgraded and is now named Zimmin Drive, the road on the south bank joins the National Highway standard Victoria Highway as a single carriageway urban road. The second map 1944 vintage shows the torturous alignment of the WWII road and its relative location to the Overland Telegraph and the NAR. The third map shows the new highway alignment, the gas pipeline 132kV transmission line and the deviation around Tindal

Vol 1

Vol 2

The alignment of the new Stuart Highway between Katherine and Daly Waters basically follows the WWII alignment or straightens the alignment where WWII designers went around areas of poor drainage or difficult ground

South of Katherine the original WWII road went around several gil-gai areas. One just south of the CSIRO experimental farm was successfully crossed; a second one near Venn Airstrip took numerous attempts to construct before movement ceased. The name applied to this section was "The Golden Mile"

The WWII alignment was in close proximity to the WWII Tindal airstrip. In the early 1960's as part of a plan to upgrade RAAF facilities in the north the Tindal airstrip was substantially upgraded. The Stuart Highway was upgraded to National Highway standard on the WWII alignment. In the 1980's a major upgrading of the Tindal facility was undertaken. The footprint of the base was enlarged substantially and a major deviation of the highway to the north was constructed. Refer photo The original WWII road provides access at the western boundary to the domestic area of the Tindal airport and RAAF operational areas and in the east to ordnance storage and operational areas. As security of the base has increased the entries on the WWII alignment have reduced in usage.

King River The WWII bridge and a short section of road still exist, the southern approach has washed out. Photograph attached

p 24

Warloch Ponds The original WWII alignment has been changed to provide a more direct route, however the original pavement and bridge over Elsey? Creek are still on public land and open to the public. The road provides access to the historic Elsey Cemetery (Some We of the Never Never characters are buried there).

p 25

p 24

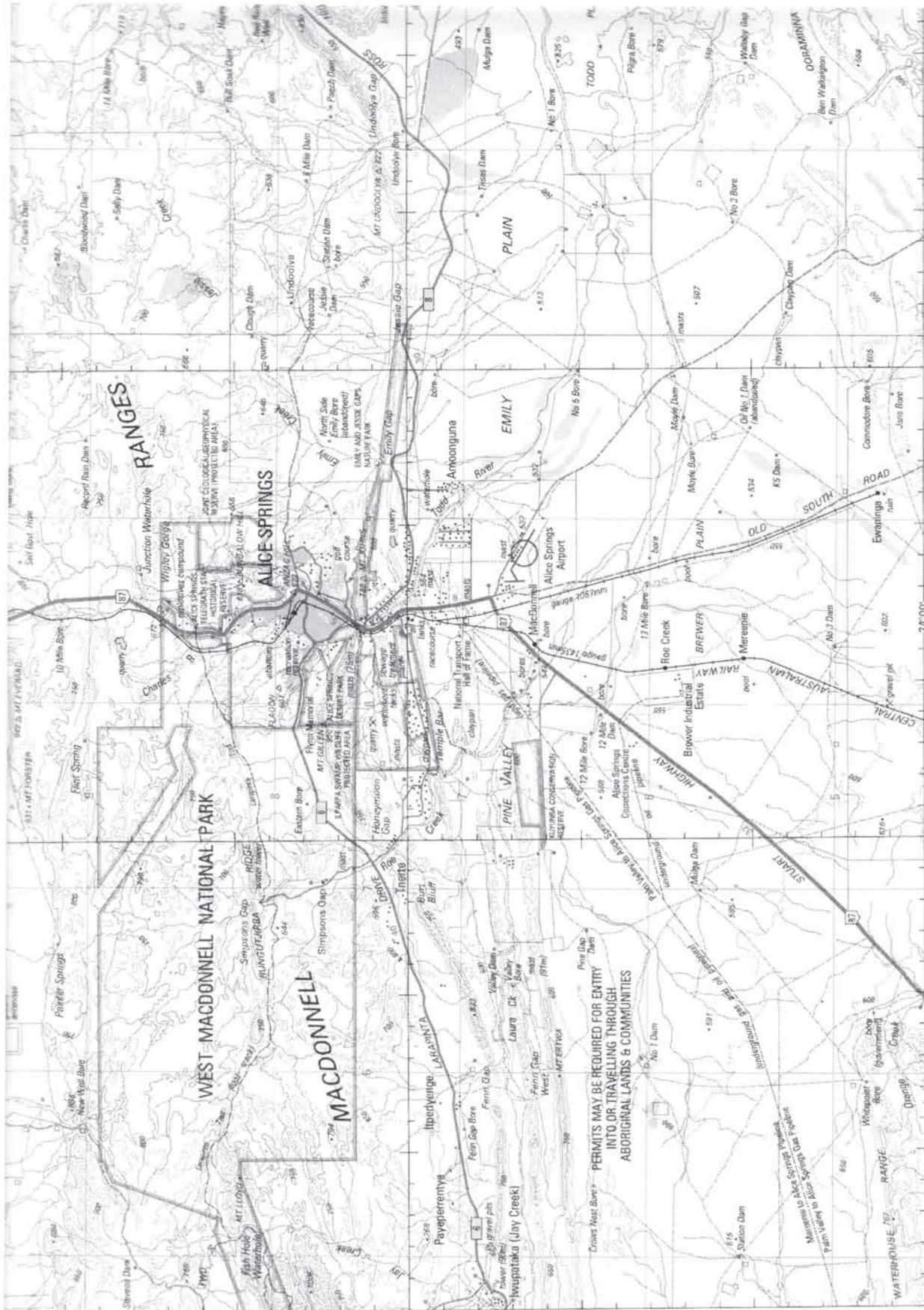
Daly Waters to Dunmarra A new more direct alignment was adopted for a section of the highway south of Daly Waters where the WWII road passed through the dense lance wood growth that caused explorer Stuart problems. The alignment does not appear to have changed greatly eg a microwave tower that was a few hundred metres off the road to the east is now a similar distance to the west of the new alignment. p25

At Newcastle Waters Creek the location of the WWII Causeway that went under water for weeks at a time a high level embankment with three bridges has been constructed beside the old alignment. The old causeway has been cut in three places downstream of the bridges to enhance flows. The structure was constructed in 1979/80 and opened by and named The George Redmond Crossing. p26

Elliot to Three Ways The original alignment of the WWII road has been followed when the road was upgraded over flat terrain, however in hilly country a more direct alignment was adopted. The largest deviation is where several kilometres of the old road adjacent to the Churchill's Head feature were left open to public traffic so that tourists could gain access to the feature.

Tennant Creek (at the Overland Telegraph Station Repeater north of the town Photo attached) A minor realignment of the WWII alignment was made to provide a new alignment for crossing of the creek. Old pavement and the causeway still exist. Another item of interest that is adjacent to the road is the water bath constructed as part of a WWII experiment. Trucks drove through a long shallow concrete water bath. to cool their tyres, the experiment was not successful. p27

Tennant Creek Town to Alice Springs. Each major creek and river crossing has been upgraded usually resulting in a short change in alignment. At Wycliffe Well the WWII road with bed level floodway remains in use beside the National Highway alignment with bridge to give access to the adjacent Way Side Inn (Refer Photos). The original WWII alignment is followed by the National Highway with few exceptions, the WWII pavement has been incorporated into the National Highway pavement. (Refer photos and Design plans) The exceptions are the road through the Devils Marbles geological feature near Wauchope where the WWII alignment was upgraded in 1967 and then again in the mid 1990's. The 1967 alignment has been modified to allow it to be used as parking and a rest area for tourists. In the Hills North of Alice the WWII alignment was torturous it was straightened and major earthworks carried out to provide a high standard of alignment to modern standards. Sections of the WWII road are able to be accessed, a good view of the WWII road and its bed level crossing of the Charles River is obtained from the high level bridge over the Charles River. p28, 29



Map 1



WWII Stuart Highway 1979 National Highway 2000 Palmerston Roystone Ave



Nirginia?



WII Stuart Hwy 1979 Nat Hwy 2000 Distributor Rd Manton Dam



WWII Hwy near Berry Creek



WWII Hwy now access to rural residential properties Berry Creek



Turn Out to WWII Hwy now used as truck parking bay South of Manton River



WWII Hwy south of Batchelor Turn Off



WWII Remnants of Stuart Hwy Batchelor Rd three way intersection



WWII Coomalie Creek Bridge



WWII Coomalie Creek WWII Hwy in middle National Hwy on left



WWII Glenluckie Creek



WWII Glenluckie Creek Head Wall



WWII Road Glenluckie Creek



Glenluckie Creek WWII Bridge 1975 Culvert



WWII Adelaide River Bridge 1 ARB



WWII Dorat Rd Passing Action



WWII Dorat Rd Road Train



WWII Dorat Road Floodway



WWII Dorat Road Straight



WWII Burrell Creek 2



WWII Burrell Creek 3



WWII Burrell Creek Dorat Rd



WWII Hwy through Hayes Creek



WWII floodway north of Hayes Creek 60 years of weathering Op



WWII and 1974 Stuart Hwy at Hayes Creek



WWII Side cut Stuart Hwy and 1980 Hwy



Stuart Hwy Fountain Head Rd



WWII Hwy now access to Pine Creek Tip



WWII Hwy the bend & hill south of Hayes Creek



WWII Bitumen drums adjacent Cullen River Several Hundred metre from highway
repeated on p. 20



Fergusson River High Level Road & Railway Bridges



Fergusson River High Level Road Bridge from the Ghan



Fergusson River Low Level Railway WWII Road



Fergusson River road bridge from the Ghan



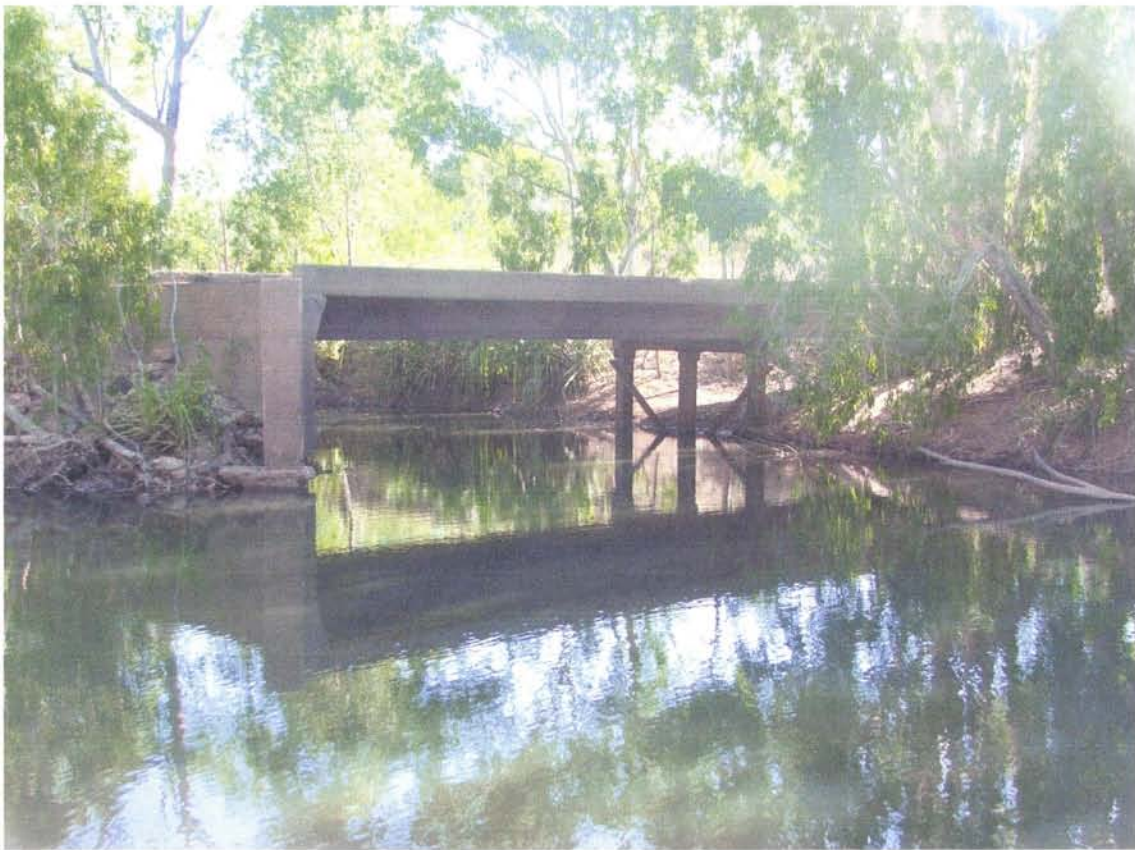
WWII Cullen River Bridge 2



DK8P WWII & 1975 Hwy & NAR & Alice Darwin Rlwy & 22kV Kne P



Stuart Hwy Deviation around Tindal RAAF Base and bush fire



WWII King River Bridge



Daly Waters Hangar and Fuel Store



We of the Never Never WWII Stuart Highway 1971



WWII Stuart Highway at Location of Last Connection of O T Li



Stuart Hwy WWII Newcastle Waters Creek Causeway April 1975



T Creek Telegraph repeater



Tennant Creek Telegraph Repeater



WWII Wycliffe Creek Crossing now access to Wayside Inn



Wycliffe Creek WWII bed level crossing and 1970's high level



Wycliffe Well High and low level crossing



WWII Stuart Hwy N of Barrow Creek old pvt tynd up



WWII HWY with line marking testing near Bonrook Stn



WWII Bitumen drums adjacent Cullen River Several Hundred metre from highway

Same as p.20



Warrabri Straight WWII pavement upgraded. Widened resheeted



Warrabri Straight WWII pavement widened and resheeted



View from the Rail Overpass Waarabri Straight



Overland Telegraph

Visually interesting road formation sites

I suggest that a copy of the recently released WWII Stuart Highway book and CD be sent.

If the object is to put up more plaques then where do we stop? Do we make one nomination for the Highway or one for each major feature? My personal view is that the following locations / facilities are of engineering interest when travelling down the Highway from Darwin to the end of the WWII North / South Road at Alice Springs.

Daly Street railway overpass

Water Infrastructure at Salonika / Goyder Road

NAR. Workshops and at the track remnant at the Narrows

Bagot Road overpass over the Stuart Highway

RAAF Base Darwin

The "Onion" Water Tank at Winnellie

Defence communications Coonawarra, 11 Mile, Kowandi.

Knuckeyes Lagoon WWII Radar and radio towers,
Antenna Arrays at Coonawarra West. Vertical velocity of wind antenna array.

The WWII fighter air strips (Strauss as the most visible).

Manton Dam, pipeline, booster stations, power supply.

Snake Creek Ordnance Storage

Adelaide River, Verburgh Dam, Defence / PMG communications interface, NAR Railway Bridge already recognised.

Dorat Road 86-Mile Jump Up

Minimum Afflux culvert Chn150km approx or other similar item

Woolwonga Haul Road underpass

Fenton and Long Airfields, Fountain Head, Brooks Creek military infrastructure Precinct. Aircraft pavement's roads, fuel installations and pipelines.

Hayes Creek NSW DMR infrastructure.

Hayes Creek "Corkscrew Pass"

Mc Donald Airstrip

Cullen River Bridge Precinct

Fergusson River Bridge Precinct.

Edith River Bridge Precinct

Katherine Low Level and Military Hospital / Meat Works

Victoria Highway / Beef Roads

Katherine Communications, Optic Fibre, Microwave, Radio Telephone, Multiplexing, Overland Telegraph.

CSIRO Minimum Afflux Culvert

Tindal RAAF Base, WWII, Confrontation with Malaysia, 1980 Defence White Paper

Warloch Ponds Bridge / Precinct We of the Never Never, O/T, NAR

Larrimah / Birdum Precincts NAR, Military Infrastructure

Daly Waters Aviation /Telegraph / Railway Precinct

Carpenteria Highway Beef Road

Overland Telegraph final connection

Newcastle Waters Causeway /George Redmond Crossing

Elliott and Precincts

Churchill's Head WWII Highway

Attack Creek

Three Ways Junction

Tennant Creek Telegraph Station / Floodway Precinct / Tyre Cooling Bath

Tennant Creek Town CRB Precinct

Cabbage Gum Bore Sidney Williams Hut

Seismic array south of Tennant Creek (??Detect nuclear tests in the 60's / 70's??)

Bonney Well Wind Mill and Well

Devils Marbles Road Alignment

Warrabri Straight and Alice Spring Darwin Railway overpass

Barrow Creek

Overland Telegraph Deviation Barrow Creek / Stirling Well

Prowse Gap

Jindalee Over The Horizon Radar Development and Test Installation Site

Stuart Hwy Hills North of Alice Springs Alignments

Alice Springs CAR End of the line. Now Stuart Highway alignment.

Alice Springs Airport Precinct WWII end of the North / South Road

Why the Stuart Highway South was not included in the Nomination.

The Stuart Highway south of Alice Springs town and airport has a totally different history to that of the highway north. The highway north has its origins in Stuart's exploration, the Overland Telegraph and the WWII highway. The highway south has more recent origins, the historic transport link to the south being the alignment of the Overland Telegraph and Central Australian Railway following Stuarts exploration route until the 1960's. Current, 2004, maps still show the track beside the abandoned CAR as the "Old South Road"

Early motorists followed the railway north as far as it had been constructed at the time and then the Overland Telegraph to Alice Springs and beyond. The railway reached Alice Springs in 1929. Pastoral and mining activities generated a need for access and initially these tracks were from the railway or followed stock routes as they developed linking each of the properties with each other. WWII had no impact on road construction in South Australia and the Northern Territory south of Alice Springs. The development of the Woomera Rocket Range and its down range access requirements lead to the construction of a high standard road to Woomera from Port Augusta. The public could use the road through Woomera to travel to Alice Springs but permission had to be obtained from The Department of Supply W.R.E. Salisbury to pass through the Woomera Restricted Area. The road north of Woomera was a flat bladed track with minimal improvements within South Australia.

A 1955 Shell road map shows the road from Port Augusta to Kingoonya as "Main Arterial Road" and the road north as "Other Road" both roads were of earth and gravel construction at the time. The map has an annotation "*Under no circumstances attempt to negotiate any road to Alice Springs without first obtaining further details from the Shell Touring Service*"

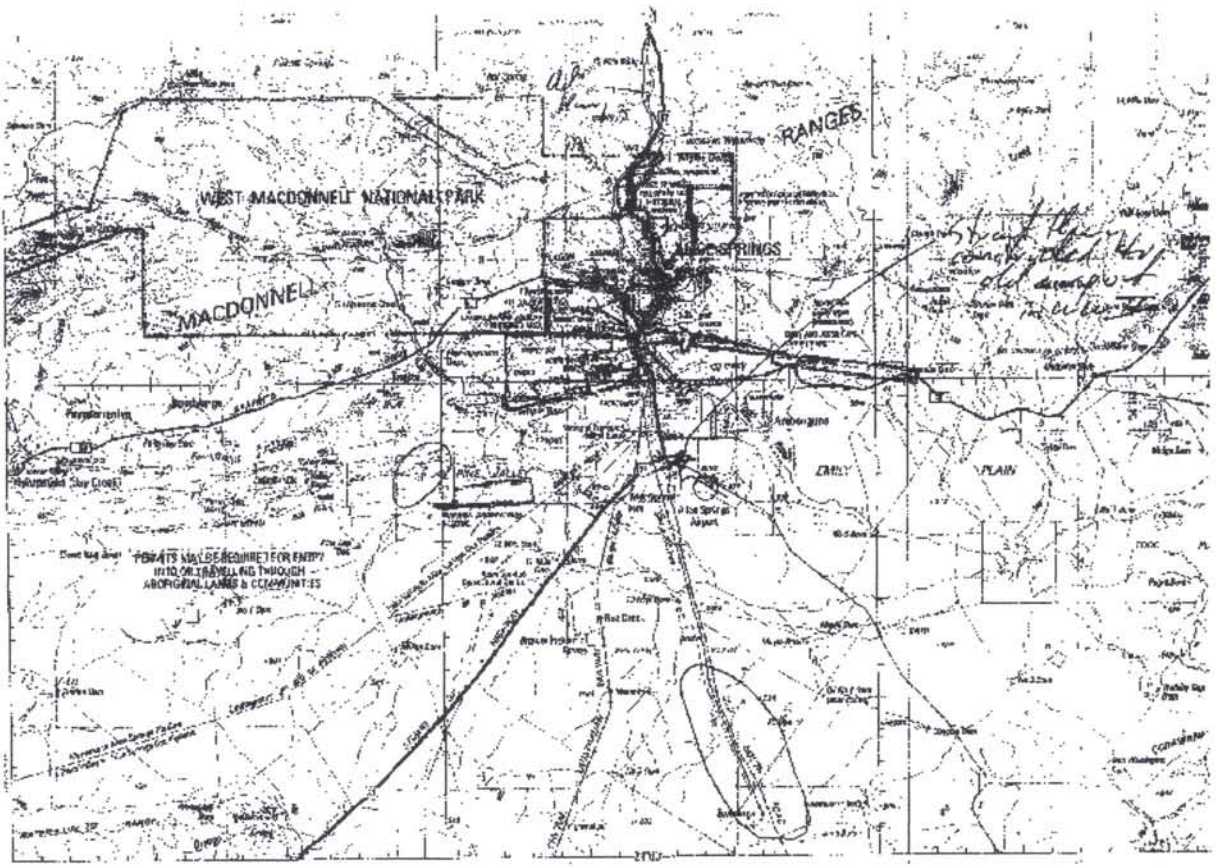
A 1968 Mobil road map had the following advice "*On the Road to Darwin*". "*From Port Augusta it is essential that the road via Kingoonya and Coober Pedy be followed as the track which follows the railway line cannot be recommended. Whilst the road from Port Augusta to Alice Springs has been graded over its entire length, which assists in defining the track, the actual condition of the track depends on how long it has been since the grader was over it. The trip (857 miles) can be done in three to four days comfortably.*" The Wife and I drove from Port Augusta to Alice Springs in May of 1972, the road to Woomera was sealed, we passed many (10+) graders on the track north of Woomera, and the trip took a day and a half.

In the Northern Territory the road was upgraded in stages commencing in 1966 towards the SA NT border with access to Ayers Rock for tourist purposes being an important factor. Major bridges were constructed over the Hugh, Palmer and Finke Rivers in the Northern Territory as part of the upgrading.

Freight from the south to the Territory principally came from South Australia by train to Alice Springs, by Co Ord road trains to Larrimah and then onto the NAR to complete the trip north. As trucking became more economical over improved roads additional freight came via the Barkly Highway into the Territory. Truck traffic from the south continued to be piggy back on the CAR and then by the Stuart Highway to the north leading to the closure of the NAR in 1974. The construction of the standard gauge railway line from Tarcoola to Alice Springs provided a less flood prone railway to replace the CAR that was often closed when floods washed away bridges and the

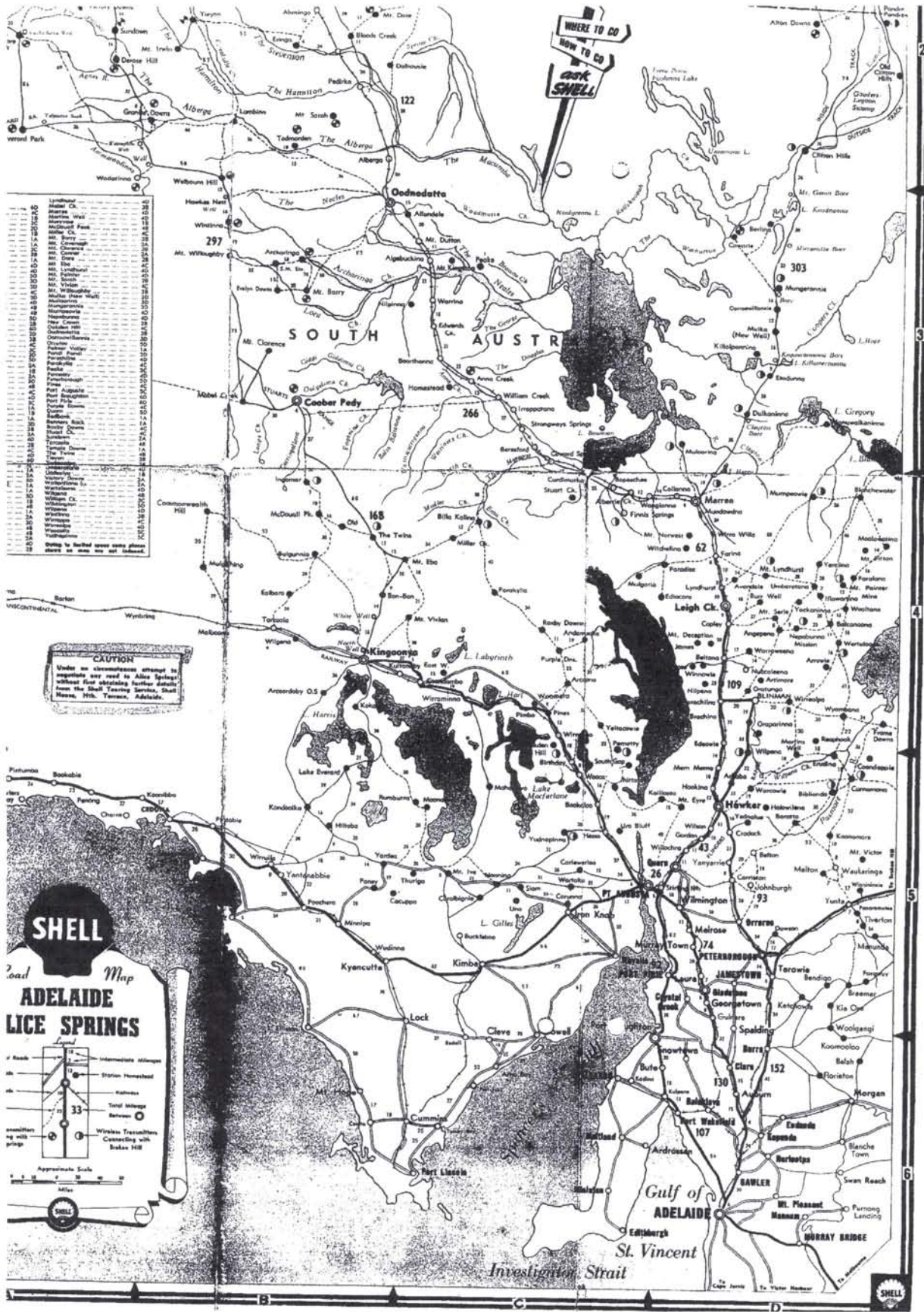
formation. Trucks continued to be carried on trains to Alice Springs, and then driven over the Stuart Highway to the North.

The construction of the Stuart Highway within South Australia and the upgrading of the Barkly Highway from Mt Isa to the Northern Territory border were not high priorities for the two state government within which the infrastructure were situated. Trade with South Australia was reasonably reliably carried on the CAR, trade with Queensland could be carried on the WWII road. The expenditure of state funds on roads in remote areas and electorates was not seen as a priority by the respective governments. The establishment of direct funding from the Commonwealth for the construction and maintenance of an identified National Highway system was the catalyst for upgrading of many major roads throughout South Australia and Queensland. The South Australians completed the Stuart Highway in 198?, the Queensland Government with many other roads to concentrate on have only just completed the upgrading of the Barkly Highway from Mt Isa to Camooweal. The short section of highway from Camooweal to the Northern Territory border was upgraded in 19?? when a high level bridge replaced the WWII low-level bridge over the Georgina River.



POINTS MAY BE REQUIRED FOR ENTRY INTO OR TRAVELLING THROUGH ABORIGINAL LANDS & COMMUNITIES

not been the only old camp site in the area



40	Linderoth	30	Woolston
39	Mabel Cr.	29	Woolston
38	Marine View	28	Woolston
37	Marine View	27	Woolston
36	McDonnell Pass	26	Woolston
35	Mt. Barker	25	Woolston
34	Mt. Barker	24	Woolston
33	Mt. Barker	23	Woolston
32	Mt. Barker	22	Woolston
31	Mt. Barker	21	Woolston
30	Mt. Barker	20	Woolston
29	Mt. Barker	19	Woolston
28	Mt. Barker	18	Woolston
27	Mt. Barker	17	Woolston
26	Mt. Barker	16	Woolston
25	Mt. Barker	15	Woolston
24	Mt. Barker	14	Woolston
23	Mt. Barker	13	Woolston
22	Mt. Barker	12	Woolston
21	Mt. Barker	11	Woolston
20	Mt. Barker	10	Woolston
19	Mt. Barker	9	Woolston
18	Mt. Barker	8	Woolston
17	Mt. Barker	7	Woolston
16	Mt. Barker	6	Woolston
15	Mt. Barker	5	Woolston
14	Mt. Barker	4	Woolston
13	Mt. Barker	3	Woolston
12	Mt. Barker	2	Woolston
11	Mt. Barker	1	Woolston
10	Mt. Barker	0	Woolston

CAUTION
 Under no circumstances attempt to complete any road to Alice Springs without first obtaining further advice from the Shell Touring Service, Shell House, 30th Terrace, Adelaide.

SHELL
 Road Map
ADELAIDE
LICE SPRINGS

Approximate Scale
 1" = 100 Miles



ALICE SPRINGS: 30 miles south of Darwin, was the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

HEAVY DUTY STATION: 38 miles north-east of Darwin, on the edge of the Darwin Harbour, is the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

HEAVY DUTY STATION: 38 miles north-east of Darwin, on the edge of the Darwin Harbour, is the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

TRIPS FROM DARWIN

EAST OF ALICE SPRINGS: Towards Alice Springs, 65 miles from Darwin, is the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

WEST FROM ALICE SPRINGS: A trip in this direction takes in some magnificent country, abounding with wildflowers and native plants. The view overlooking Alice Springs and the surrounding country is magnificent. The view overlooking Alice Springs and the surrounding country is magnificent.

ATRES ROCK: Most people visiting the Centre will want to see this natural wonder. It is a natural wonder, a natural wonder, a natural wonder. It is a natural wonder, a natural wonder, a natural wonder.

ENTRY TO PROHIBITED AREAS AND ABORIGINAL RESERVES

WOOMERA: Entry to the Woomera Prohibited Area is prohibited without a permit from the Department of Supply—W.R.E. Adelaide, SOUTH AUSTRALIA.

MARALINGA: Entry to the Maralinga Prohibited Area is also prohibited except by a permit issued by The Department of Supply, Melbourne, VICTORIA.

ABORIGINAL RESERVES: Entry to Aboriginal Reserves in the Northern Territory is prohibited without a permit from the Department of Social Welfare, Northern Territory Administration, Darwin, NORTHERN TERRITORY.

LET YOUR FIRST CARE BE FOR YOUR CAR

More and more motorists are taking longer trips. Better cars and better roads have made all parts of Australia more accessible but longer trips demand more reliability in the servicing of your car.

When you travel your selected route you're never far away from a pair of helping hands. Almost anywhere you go there's a Mobil Dealer with clean rest rooms, and expert car care and advice for your safety.

Before every trip let us service your car and check the important things that might cause trouble if they went unnoticed—tyres—lights—brakes—windscreen wipers—radiator hoses, etc.

Join the Circle of Safety with **Mobil**

ALICE SPRINGS: 30 miles south of Darwin, was the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

HEAVY DUTY STATION: 38 miles north-east of Darwin, on the edge of the Darwin Harbour, is the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

HEAVY DUTY STATION: 38 miles north-east of Darwin, on the edge of the Darwin Harbour, is the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

FACTS TERRITORY TOURISTS SHOULD KNOW

CLIMATE: From May to August there is an almost unbroken season of hot and humid weather. The climate is hot and humid. The climate is hot and humid.

TRAFFIC SIGNS: A list of traffic signs including 'No entry to motor vehicles', 'No entry to trucks', 'No entry to heavy motor vehicles', 'No entry to heavy motor vehicles', 'No entry to heavy motor vehicles'.

DARWIN TRADING HOURS

Daily Service Centre, Daly Street, 6.30 a.m. to 12 midnight.

Waratah Service Station, Parap, 7 a.m. to 9 p.m.

TRAVEL NOTES

With the compliments of Mobil

Join the Circle of Safety with **Mobil**

ALICE SPRINGS: 30 miles south of Darwin, was the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

HEAVY DUTY STATION: 38 miles north-east of Darwin, on the edge of the Darwin Harbour, is the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

HEAVY DUTY STATION: 38 miles north-east of Darwin, on the edge of the Darwin Harbour, is the site of an army convalescent depot during World War II. The site forms a natural pool, 70 yards long by 30 yards wide. Banana trees are common.

FACTS TERRITORY TOURISTS SHOULD KNOW

CLIMATE: From May to August there is an almost unbroken season of hot and humid weather. The climate is hot and humid. The climate is hot and humid.

TRAFFIC SIGNS: A list of traffic signs including 'No entry to motor vehicles', 'No entry to trucks', 'No entry to heavy motor vehicles', 'No entry to heavy motor vehicles', 'No entry to heavy motor vehicles'.

DARWIN TRADING HOURS

Daily Service Centre, Daly Street, 6.30 a.m. to 12 midnight.

Waratah Service Station, Parap, 7 a.m. to 9 p.m.

TRAVEL NOTES

With the compliments of Mobil

Join the Circle of Safety with **Mobil**

Join the Circle of Safety with **Mobil**