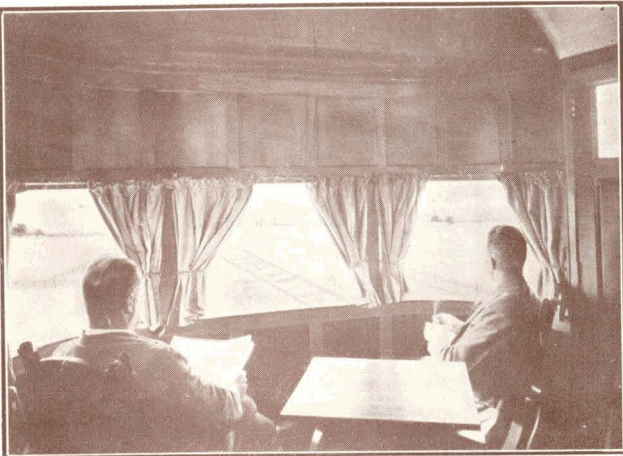


For the convenience of passengers who desire to take their own motor cars with them, the following reduced rates (for cars not exceeding 30 cwt.) will apply subject to the equivalent of two full-fare passengers accompanying the car :—

		£	s.	d.
Marree to Stuart	13	9	6 each way.
Quorn to Stuart	18	13	0 „
Adelaide to Stuart	25	10	1 „

CONDUCTED TOURS.

During the winter months organized tours will be arranged at an inclusive price covering transport to the main scenic attractions of Central Australia and accommodation throughout.



Solarium of Special Car

TIME-TABLE.

Summer.

Trains leave Adelaide for Stuart at 7.55 a.m. on 26th December, 1929, and fortnightly thereafter. It is necessary for Melbourne and Sydney passengers to stay one day in Adelaide as the Melbourne express does not connect. This applies to both directions.

To Stuart—	Adelaide	.. dep.	7.55 a.m. Thursday.
	Stuart	.. arr.	6.50 p.m. Saturday.
From Stuart—	Stuart	.. dep.	7.15 a.m. Tuesday.
	Adelaide	.. arr.	7.26 p.m. Thursday.

Winter.

During the winter months fortnightly passenger trains will connect with the Melbourne express in both directions.

The undermentioned time-table will be subject to revision but will give an indication of the time occupied on the journey.

To Stuart—	Sydney	.. dep.	7.25 p.m. Friday.
	Melbourne	.. dep.	4.30 p.m. Saturday.
	Adelaide	.. dep.	10.15 a.m. Sunday.
	Stuart	.. arr.	12 noon Tuesday.
From Stuart—	Stuart	.. dep.	1.30 p.m. Wednesday.
	Adelaide	.. dep.	8.45 p.m. Friday.
	Melbourne	.. dep.	5.30 p.m. Saturday.
	Sydney	.. arr.	10.18 a.m. Sunday.

Application should be made for separate leaflet giving actual times.

FARES.

Between—	And—	First Class.	Second Class.
		£ s. d.	£ s. d.
Sydney ..	Stuart ..	17 8 6	10 17 3
Melbourne ..	Stuart ..	13 12 3	8 18 9
Adelaide ..	Stuart ..	9 2 3	6 10 6

The fares shown above include sleeping berths (where provided) and meals on the Central Australia Railway. Meals and sleeping berths on the Central Australia Railway are optional.

BOOKING.

At the Tourist Bureaux, Sydney, Melbourne, and Adelaide ; at Railway Booking Offices.

Visitors to STUART (Alice Springs) can secure Up-to-date Accommodation at

The
Stuart Arms Hotel

TARIFF FROM 12s. PER DAY
£3 10s. PER WEEK

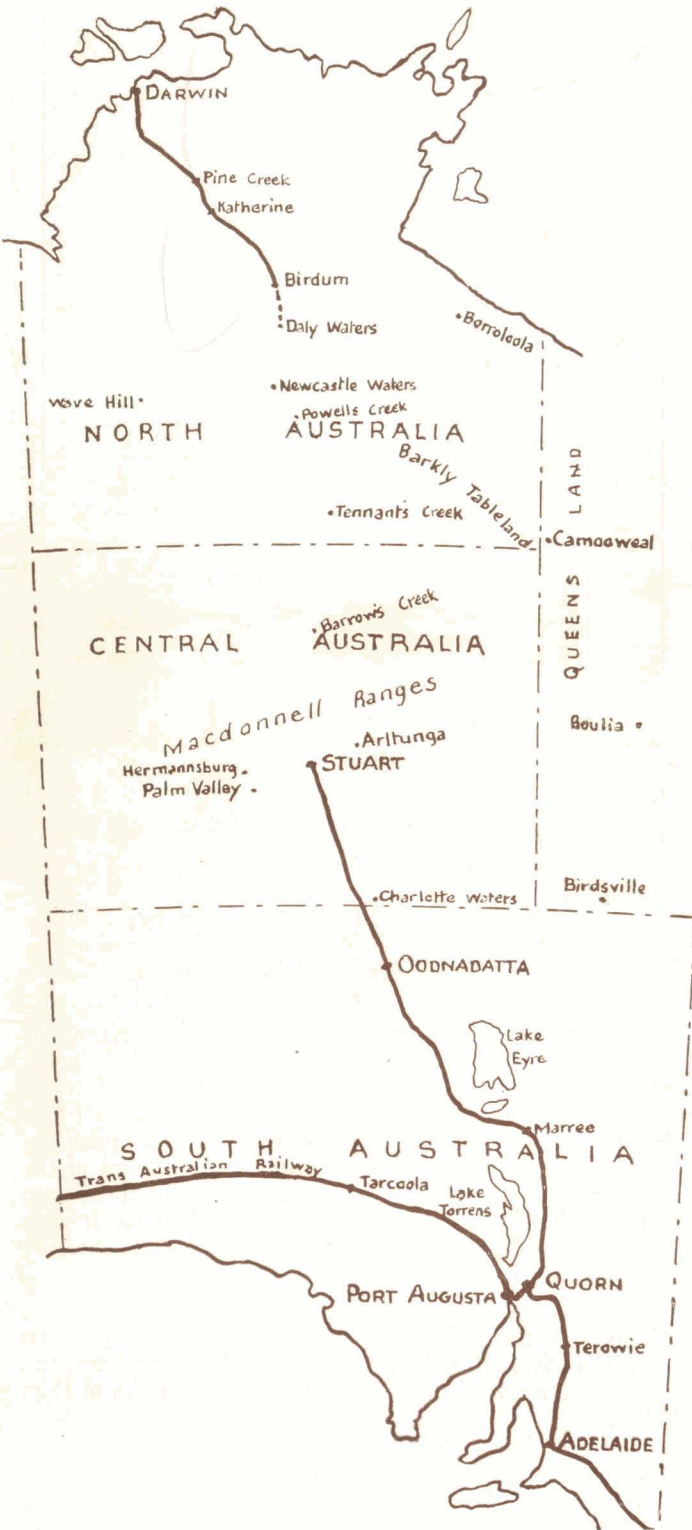
RESERVE ACCOMMODATION BY TELEGRAM

E. KILGARIFF, Proprietor

Issued by the
Commonwealth Railways Commissioner

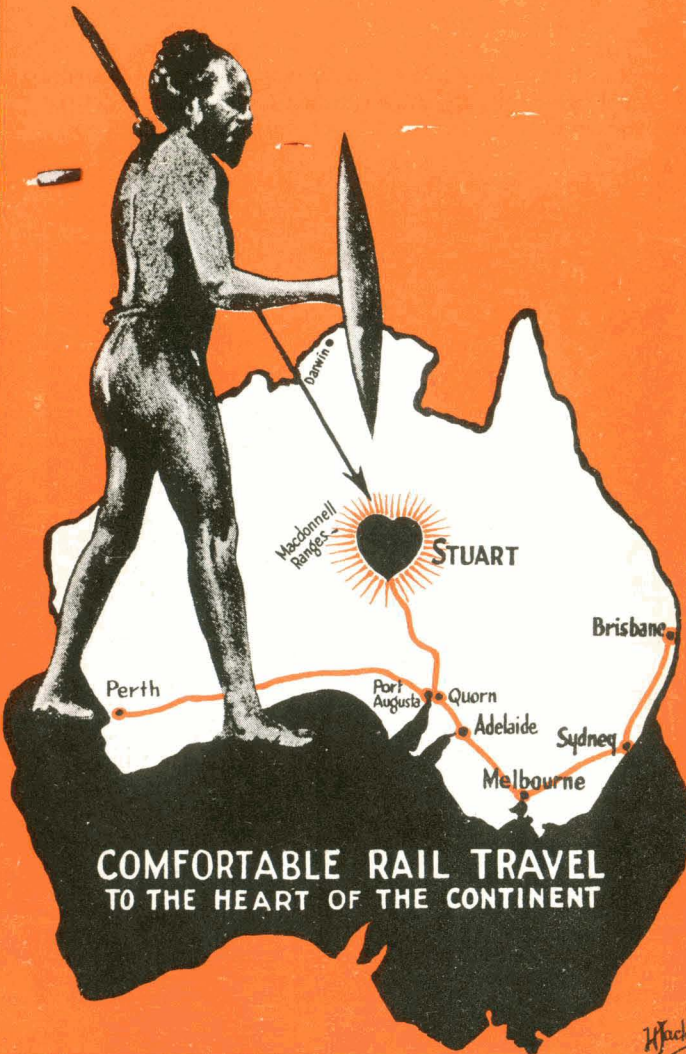
150 FLINDERS LANE
MELBOURNE

January, 1930



COMMONWEALTH RAILWAYS

CENTRAL
AUSTRALIA
Railway



The Magnetic Heart of the Continent

The field naturalist, the geologist, the ornithologist, and particularly the ethnologist, Central Australia is an almost unexplored field which lures him with compelling insistence. To the traveller in search of unique and primitive scenes, or seeking the quiet grandeur and invigorating air of inland Australia, this territory has a fascination and an appeal which are irresistible.

Scientists the world over are keenly interested in the Australian aborigine, and it is in Central Australia that his corroboree and ceremonies and his methods of spear and boomerang throwing can be thoroughly studied. It is one of the few places in the world where man may be seen living in the stone age.

Here the camel is an every-day transport medium, and the scientist or tourist who uses the camel pads as well as the motor roads will be amply repaid.

STUART.

Stuart and the Alice Springs Telegraph Station, 2 miles away, are in the actual geographical centre of the Commonwealth, and situated as they are in the Macdonnell Ranges 2,000 feet above sea level, and in the same latitude as Rockhampton (Queensland), the climate is ideal during the months of May, June, July, and August, when southerners are suffering the rigours of winter.



Palm Valley

HERMANNSBURG ABORIGINAL MISSION STATION.

Hermannsburg, 85 miles west from Stuart, is reached by a good motor road and is a convenient centre from which to set out for the following places of interest. Aboriginal guides, camels and donkeys with attendants are available if required.

PALM VALLEY.

This delightful oasis is situated 16 miles from Hermannsburg, and as a tourist resort for those seeking warmth, unique scenery, a fern glade, a babbling brook, a place without telephones, postmen, mosquitoes, and other city pests, this spot has been made to order.



First Class Sleeping Car

If the creek is approached from the Missionary Plain, the Krichauff Range appears and the great gorge is entered and is followed through its many windings for several miles.

On each side great cliffs of red sandstone rise above the travellers, who traverse a smooth rocky bed which often contains pools of clear water 3 or 4 feet deep. The sides of the gorge are studded with cycads, an ancient and picturesque form of plant life. On reaching a sharp bend in the river a striking sight meets the eye. Huge masses of rock have been piled one upon the other, and all along the valley fine clumps of the wonderful palm trees (*Livistona mariae*), some of them from 80 to 100 feet high, stand out against the red cliffs. It is an impressive and beautiful picture.

GLEN OF PALMS.

This is another delightful valley commencing at a point on the Finke River, 10 miles by motor from Hermannsburg, and extending for several miles. It is within a few miles of Palm Valley.

GLEN HELEN GORGE.

One of the magnificent gaps in the ranges, 21 miles by motor road from Hermannsburg. The famous Horn Valley is crossed en route.

KORPORILYA SPRINGS.

Permanent water, 5 miles by motor road from Hermannsburg.

LITTERA OR BOGGY HOLE.

One of the best natural water storages in the bed of the Finke River, 17 miles from Hermannsburg.

GALL SPRING AND STANLEY CHASM.

By good road from Stuart, the Jay Creek is reached at 28 miles, and after another 6 miles by fair road the visitor reaches Gall Spring in a rocky watercourse which leads to the most remarkable canyon in Central Australia—Stanley Chasm. The Gap is not more than 15 feet wide, and the red sandstone cliffs rise sheer on either side for fully 100 feet.

SIMPSON'S GAP.

Is another striking gap within easy reach of Stuart (12 miles).

ARLTUNGA.

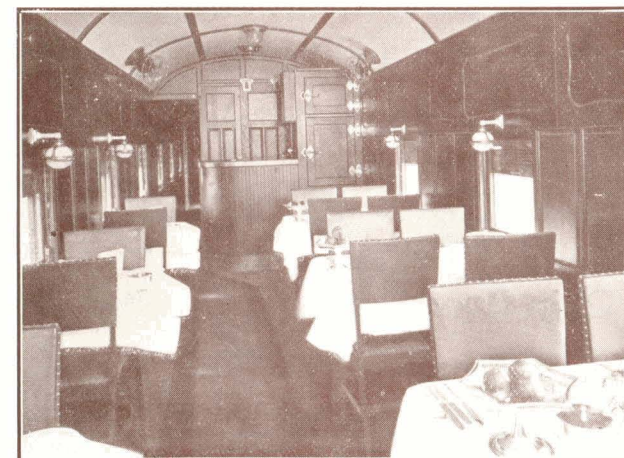
A very pleasant drive may be taken through the ranges from Stuart east to Arltunga (62 miles). At Arltunga the ranges may be crossed, and the return made via Winnecke and Bond Springs, joining the main Darwin road 7 miles north of Stuart. The round trip from Stuart is 149 miles.

EVERY COMFORT.

On the Central Australia Railway (Quorn to Stuart) the traveller is accommodated in a comfortable train specially built in the Commonwealth Railways Workshops at Port Augusta for the conveyance of travellers to and from the interior. Dining car and sleeping car services are available for both first and second class passengers. The traveller receives the same excellent service and attention which have made the Trans-Australian Railway so well and favorably known.

SPECIAL CAR AVAILABLE FOR HIRE.

A special self-contained car (see illustrations on pp. 5 and 6) with sleeping berths, dining saloon, solarium, hot and cold

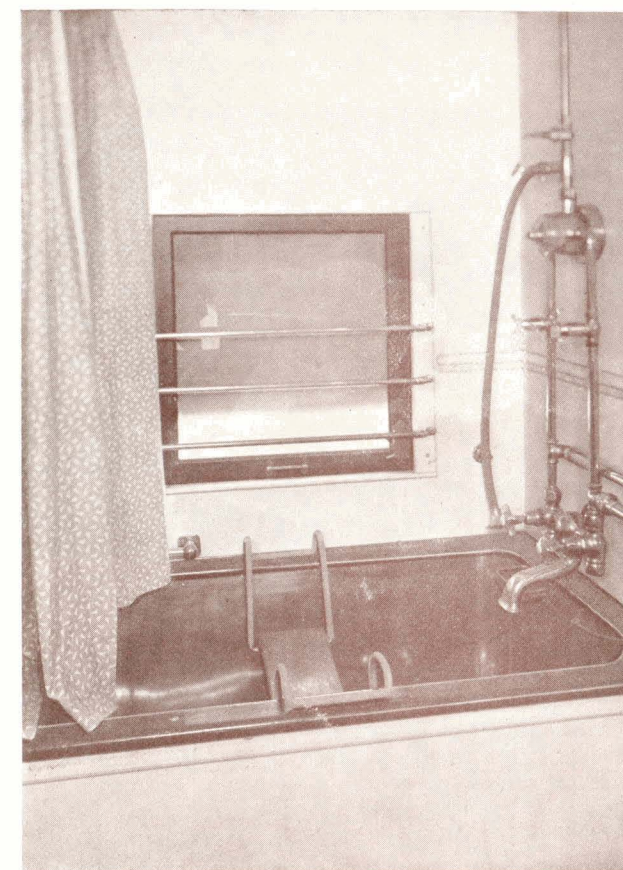


Dining Car for First and Second Class Passengers

water services, and separate cuisine is available for hire between Quorn and Stuart at the undermentioned extra charges:—

	£	s.	d.
Single journey in either direction between Port Augusta and Stuart or between any intermediate points	35	0	0
Return journey: if commenced within 20 days of completion of forward journey, charge for round trip will be	52	10	0

The charges quoted include the provision of attendant.



Bathroom—Special Car

The car accommodates up to eight (8) passengers and attendant. Additional charges are made if meals are served in the special car instead of in the dining car.

Applications for the car to be attached to any train should be made to the Chief Traffic Manager, Commonwealth Railways, Port Augusta, not less than fourteen days prior to the day on which the car is required.

ACCOMMODATION.

At Stuart there are an hotel and two other accommodation houses. Accommodation may also be obtained at the Lutheran Mission at Hermannsburg.

MOTOR CARS.

Motor cars may be hired at Stuart. The usual rate is 1s. per mile, plus £1 per day driver's wages.