

*UP NORTH  
& BACK  
1997*

*BY B WEBB*

# ***Up North & Back 1997***

## **Mission:**

- To head north to a warmer climate, visiting sights of interest and generally have a relaxing and enjoyable time.
- If possible, complete enough work along the way to pay for the trip.
- Have fun.
- Forget about all the complications of modern life and recharge internal batteries.

## **Crew:**

- Morris Danks - Driver, mechanic, cook, photographer
- Bernie Webb - Co-driver, navigator, cook, photographer

## **Vehicle:**

- 1995 diesel Toyota Land Cruiser cab/tray with canopy fitted

## **Special Equipment:**

- GPS - Garmin GPS 75
- UHF CB Radio - GME Electraphone TX472S 40 channel
- Electric Winch - Powerwinch VR-192
- Mobile Phone - Nokia 2110
- Bull Bag

## **Publications:**

- Dick Smith's 'Australian GPS Location Guide'
- 'Perth to Port Hedland' (1<sup>st</sup> Edition) – RAC map
- 'Pt Hedland - Darwin' (4<sup>th</sup> Edition) – RAC map
- '1997 RAC Touring & Accommodation Guide'
- 'The guide to free-camping in the north of WA' – by S and S Collis
- National Park information guides collected along the way.

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Fax: (08) 9439 2268

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Other titles in this series-

Don't bother looking here, I haven't written any yet!

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## ***Up North & Back 1997***

*Tuesday 24/6/97 - Thursday 17/7/97*

Preparation for this trip could have started 12 months earlier when we first decided we were going to go. “Nah, plenty of time to get organized, ‘she’ll be right’”. With three months to go, it was more like “Do you realize it’s only three months before we go away?” “Yeah, plenty of time” we agreed. Then it was “Shit, we’re going away in three weeks. What have we got to do?” “Lots!” We had no fixed plans or deadlines, so it didn’t matter much. We ended up leaving the day we had planned and we didn’t work too hard the three days before we left!



Morris had modified a canopy off his previous Ute to fit on to the tray back of his current vehicle, a 1995 diesel Toyota Land Cruiser. He had lined the inside with polystyrene foam for insulation. We built two bunks with storage underneath and fitted them in. Hazel made covers for the bunk cushions, modified an old tent to work as an annex and sewed up a mosquito net for the doorway. A small 2-door cupboard, for personal items, was fitted between the bunks. A shelf inserted to accommodate the spare wheel and the 2<sup>nd</sup> spare tire and tube. A lockable 3-point door catch fitted to the back door. The flyscreen’s for the windows were ready to assemble later on up the track somewhere, not to mention numerous other little jobs ready to finish likewise at the first suitable camping spot. The biggest job was lining the whole inside of the canopy with fiberglass sheet.

We also modified a plywood box by fitting a pivoting leg to each corner and fitted a hinged lid, which folded over to become a work surface. The principle of the idea was that by sliding the box from the back of the vehicle, folding down the four legs, flipping over the lid and supporting it with a fifth leg, we had set up most of our requirements for camping. (See Appendix – ‘Inventory’ for contents of this box).

Finished, no not quite, now we had to decide what to take and where to store it. (For a complete list of items taken and what was or wasn’t used also see Appendix – ‘Inventory’.) Then we were finished, well, ready to go. The finishing touches would come later.

**Day 1 (Wellard to rest area (14) near Dongara)**

Distance 390 km

Left home after saying our goodbyes at 1100 hrs. Stopped in Midland to do some last minute shopping. The Land Cruiser is fitted with two fuel tanks, both 90 litre capacity, which we topped right up at Upper Swan (73.9 cpl). Then we carried on to just north of Gin Gin where we had some lunch. While Morris was driving I was slowly coming to grips with how the GPS (Global Positioning System) worked. Luckily it came with a cigarette lighter plug accessory, so we didn't need an endless supply of batteries. It is a very clever bit of gear and can keep you informed of allsorts of useful and not so useful information. Obviously, it constantly updated the latitude and longitude of our moving position. What it could also do was work out ground velocity (speed you are travelling at), ETA, distance and direction to the next destination (assuming you have the coordinates), altitude (which wasn't very good, seemed that we were often travelling below sea level!) and much, much more still to understand.

We camped for the night about 1720 hrs at a rest area (14) one km east of the Brand Hwy 'T' intersection (east of Dongara) on the Midlands Rd. (*Note: where there is 'rest area' with a number in brackets, the number refers to the numbers in 'the guide to Free-Camping in the North of WA' booklet.*)

**Day 2 (Dongara to Gladstone (32))**

Distance 415 km

Departed rest area about 0800 hrs and headed in to Geraldton. We visited the RAC shop and after some very helpful assistance purchased a 12 v fluoro for the back of the van and two maps "Perth to Port Hedland" (just released) and "Pt.Hedland to Darwin". I also discovered while in the Dick Smith shop that there was a publication called Dick Smith's 'Australian GPS Location Guide'. Unfortunately they didn't have one in stock. So later that day I phoned Hazel and asked her to purchase one in Fremantle and send on to Dampier, where we would pick it up. We then called into Jeanette and Ian's for morning tea and ended up staying for lunch as well.

We had borrowed six talking books from the library. They are full, unabridged novels, ranging from about 8 hrs to 12 hrs playing time each and proved to be great to listen to while driving along especially on long boring roads. As the Land Cruiser is only fitted with an am/fm radio with no cassette, we had brought along a portable radio/cassette to listen to them. A portable radio/cassette has the added advantage of being able to listen to it anywhere, not just in the cab. For example, lying in bed at night. Unfortunately the radio/cassette we had brought with us was not working correctly, but luckily we were able to borrow one from Jeanette and Ian.



After lunch we had a quick look at Ian's restored Vintage cars then proceeded on northward. We parked at Gladstone, (for the small fee of \$2) near the beach and were relaxing with a beer and chips in time to witness a pleasing sunset across Shark Bay.

**Day 3 (Gladstone (32) to Pannawonica turn off)**

Distance 653 km

During the night some sort of small animal, presumably a mouse, raided our food box, which we had left outside. A couple of biscuits had been nibbled and the bottom corner of a UHT milk carton had a hole in it. We departed camp about 0800 hrs and headed into Carnarvon. Here we headed down to the harbour and visited Carnarvon Customs House, where we were offered, and accepted, the use of the showers. Now freshened up and ready to go again we stopped for fuel (131 lts) before continuing on our way, finally parking 300m off the road just after turning on to the Pannawonica turn off. Feeling like some exercise to stretch our legs we climbed a nearby hill and watched the sun set.

**Day 4 (Pannawonica turn off to Millstream)**

Distance 194 km

No midnight raiders during the night this time. We had not intended to proceed all the way to Pannawonica but somehow we both missed the turn off to Millstream and ended up in Pannawonica anyway. So we waited 10 minutes for the Supermarket to open and purchased some bread and some spare batteries for the cassette player. We then visited the mine office to get directions and a permit to travel down one of their roads. After filling in the appropriate form, we were asked if we “were contractors”, to which we answered “no”. Then we were told we couldn’t have a permit and would have to back track to where we should have turned off in the first place. So off we went, not too impressed! To make matters worse we could not find the turn off where we were told it should be. Back into Pannawonica again, this time to the Service Station. New instructions, which at least agreed with our latest edition RAC map. Off we went again this time finding the turn off, and wondering how the hell we missed the bloody great signpost the first time. Undaunted, we set out on what was quite a rough dirt road with a few creek crossings.

Finally arriving at Millstream National Park about 1430 hrs. We purchased a four week National Park Pass (\$12) and paid for two nights camping (\$10). We walked around the “Homestead Walk”, which was quite educational, explaining how they intended to stop the date palms spreading any further by removing the female palms and leaving only the male palms. Then after checking both camping sites, opted for the one on the north side of the Fortescue River, “Crossing Pool”, which we had all to ourselves that night.



### **Day 5 (Millstream)**

Bloody freezing, well nearly, 3.4 °C when we woke up. Warmed up into a beautiful day. After breakfast we took a 1.5hr walk east along the riverbank to see if we could find the spot where Morris had camped on a previous trip in the early 80's, no luck. Exercise out of the way we settled down to rearranging the back of the van and tackling the numerous small jobs still to finish.

In the afternoon we stupidly decided to go for quick swim to clean up a bit. It was certainly bloody quick, no sooner in than out, the water must be directly linked to the Antarctic. However as it was such a beautiful afternoon we soon thawed out and were pleased we had had a swim. Shared the camping spot with three other lots of campers this night.

### **Day 6 (Millstream to Dampier)**

Distance 206 km

Much warmer this morning, all of 3.9 °C when we awoke. After breakfast we headed out on the Murlunmunyjurna Track which links Crossing pool to the homestead and back, about a 2 hr walk. On our return we had a cuppa, then we broke camp and headed for "Python Pool". Unfortunately I didn't check thoroughly enough and left a 15 lt water container balanced on the towbar. Needless to say it wasn't there when we got to Python Pool! Python Pool was worth a visit but on reflection (no pun intended) we probably should have gone on one of the walks in the area as well.

After having some lunch we continued our drive towards Dampier having a quick look at Cossack (partly restored historical town) on the way. Finally, arriving at Dampier just after 1600 hrs, we booked into the Dampier Transit Caravan Park for two nights (\$20). After setting up camp and showering we decided a Chinese meal would make a welcome change. Walking back into the main Dampier Shopping Centre we noticed a number of wild kangaroos or wallabies casually nibbling on the grass in some of the front yards we passed. Chinese was very good (\$16 each) and we strolled back to camp.

### **Day 7 (Dampier)**

Guess what, those roo's or wallabies of last night didn't restrict themselves to grass, we had been raided again. This time a loaf of bread had been dragged to the floor inside our annex and some of it eaten, not very neatly either. Moral to the story - keep food shut up away from "nasty bush whacking animals". After scraping together enough unchewed slices to make some toast for breakfast, we headed to Customs House from where we borrowed a trailer. Then on round to the District Managers House where we had some work to do.

We spent the best part of the day lopping and pruning trees and removing offcut's to the Karratha tip. Then back to the Caravan Park for a well-earned shower. This time we settled on a smorgasbord for dinner (\$16.50 each). It was also a much shorter walk than the previous night.

**Day 8 (Dampier to Pt Hedland)**

Distance 265 km

Up and at it again. Around to Customs House to prune two large paperbark trees overhanging the driveway. Then on to one of the residences in Karratha to prune three more trees. After returning the trailer to Customs House and saying our goodbye's we headed to the service station to refuel (157 lts @ 85.9 cpl = \$135).

Then on to Port Hedland, firstly checking with Port Hedland Customs House re location of the job they wished us to do and organising to borrow their trailer. Then on to the Point Cook Caravan Park, where we booked in for one night (\$14). We were lucky to find a spot, as it was nearly full (approx 300 people on sight). After checking on the job to do the next day, (which was just around the corner) and having a shower we headed to the local cafe where we had roast beef & vegies for \$8 each!

**Day 9 (Pt Hedland to Marble Bar)**

Distance 201 km

As the flasher unit in the Land Cruiser had stopped working we dropped in to Repco's to try and purchase a new one, although they were very helpful, it was without success. We had to pass Toyota anyway, so we stoped to see if they had one. Yes, \$104.50! We just walked out laughing. On to Customs House and picked up the trailer then on to the job where we removed, all but the stump, a large tree in the front yard, a medium size bush in the back yard and pruned all the dead fronds off a palm tree. Two loads to South Hedland Tip, and a stock up of supplies at South Hedland Shopping Centre and we were on our way back to drop off the trailer.

Topping up with fuel (65 lts @ 80.9 cpl = \$53.10) we then headed for Marble Bar, arriving at Kevin's house, Morris's brother, at 1800hrs. Also there to greet us were Helen (Kevin's other half), a Jack Russel named 'Couda' (short for "Could have been a real dog"), a Dalmatian named "Mutta" and Sam the Berman cross Siamese cat also known as "Fatso".



**Day 10 (Marble Bar)**

Unheard of, but it was bloody cold and overcast after 19 ml of rain had landed overnight at what is reputed to be the hottest town in Australia (the record is 116 consecutive days over 100° F). First job of the day, two loads of washing. Then sort out the back of the van which still had all the chainsaw's, ropes and climbing gear to be restacked back into it's box under the bunk, followed by a few running repairs to the Land Cruiser. Rebuild worn out bonnet catch, strengthen back door handle of

canopy, replace two missing hold down bolts from tray to chase and attempt to repair flasher unit, without success.

Headed out to the 'Marble Bar' itself, which is actually an immense band of jasper that crosses the bed of the 'Coongan River' then on to 'Chinaman's Pool' an ideal swimming and picnic spot. After lunch we went with Kevin to his other house down by the river. After removing one set of blades from one side of a rotary hoe we used the remaining side to dig trenches suitable for Kevin to install reticulation pipes.

### **Day 11 (Marble Bar)**

0800hrs found us heading to the local tip. Not to get rid of rubbish but to check out the old car bodies to see if any of them had a flasher unit we could use or adapt. No such luck. Carried on to Kevin's house by the river and continued with the trenching job. Then a trip out to see what is left of "Comet Gold Mine" and on the way back look at the Jasper Deposit and Flying Fox Lookout. After lunch I pruned the bushes overhanging Kevin's front driveway. Then we loaded oxy gear onto the back of Kevin's truck and return to the tip to remove a Hayman Reise towbar from one of the dumped cars. After a cuppa we headed out to look at the Racetrack and came back via the Tourist Bureau. Once back at Kevin's we had another go at the flashers, this time getting them to work manually. Better than not working at all!



After dinner Morris, Kevin & myself walked up to the 100-year-old "Ironclad Hotel" for a beer or two. It was not long before we remembered why we hardly visited pubs, \$3.20 a can! The experience of mingling with, our not so sober, aboriginal brothers & sisters was one to be remembered, but not to be repeated for a long time. We left after one round (couldn't afford another) and walked back home, in the dark. Funny how some of the black shadows seemed to move by themselves!

### **Day 12 (Marble Bar)**

First thing after breakfast we went up to the water tank lookout, which has a great view over practically the whole town of Marble Bar. From here we headed out to have a look at the old State Battery site, which had been built in 1910 and used to crush most of the Pilbara's ore found by the early prospectors.

1230 hrs found us back at the racetrack where the "Marble Bar Cup" was being held (\$12 entry). The races were very well attended with people coming from all over the State. Purely as a matter of interest, we conducted a rough evaluation of vehicles in the carpark. About 95% were 4x4's, of these about 80% were Toyota's.

Being the last of the big spenders we decided to have a \$2 bet on each race. First race we won \$5.90 each, but that was the end of the winning streak. We left just before the last race, deciding that we had had enough. Our total loss including entry fee, was approx \$20 each, not bad for an afternoon's entertainment.



2030 hrs we walked up to the Civic Centre for the Marble Bar Race Club Ball (\$30). The Ball was featuring “Dr Bogus and The Wizzards of Wonder” as the band. Never heard of them. On the way, we passed the Ironclad Hotel and Kevin stopped off to purchase some cigarettes. While he was in there, all hell broke loose down the side of the pub. “Daisy” or “Dolly” or similar was totally pissed off about something and was running amuck with the outside furniture intermingled with some amazing rude language. Lucky the local constabulary, strengthened for the night with additional ‘person’ power from Pt Hedland, were just across the road and were soon bundling ‘Whatsername’ into the ‘white taxi with the blue & red lights on top’, to take her home. Kevin, unaware of the goings on strolled out with his fags and we continued on up to the Civic Centre, glad we were not drinking at the pub again!

Once at the Civic Centre we moved through to the outside marquee, settled down to a few beers and met some of Kevin’s friends. Later we helped ourselves to a smorgasbord style supper, not bad either. By this time some of music drifting out from the hall was sounding familiar, but from a long time ago!? Risking ear damage I decided to take a closer look. Much to my surprise there on the stage was Alf Fonzarelli and his brother formerly ‘Fonzarelli and the Joy Boys” and before that back in the early 80’s ‘Alf Fonzarelli and the flying Fonzarelli’s’. They were playing the same music as 15-odd years early, with just as much enthusiasm and what’s more, the young audience were lapping it up just as we had done 15 or more years ago. So throwing caution to the wind I stood in the doorway and soaked up the atmosphere, which transported me back to the time when I frequented the ‘Sunday Session’. However it was still too bloody loud! Must be getting old!

Come 0100 hrs we had all had enough, so ears ringing we stepped outside, only to find that we had to run the gauntlet of the sprinkler system. Gaining the footpath after this first hurdle, we discovered that the streetlights were off. No moon either, so the further down the road we went the darker it got. Funny, but those black shadows were moving by themselves again especially as we passed the ‘Ironclad’. Even though we quickened our pace it seem twice as far back to Kevin’s.

### ***Day 13 (Marble Bar)***

Bit of a late start this morning, something to do with the night before. First job of the day was to renew the ‘Nulon’ bushes in the rear spring hangers of the Land Cruiser. Next we adjusted the handbrake and then added an inline fuse to the power supply to the van. After lunch it was decided that a siesta was in order. Not feeling that tired myself I decided to catch up on some of the reading I had intended doing on the trip, which to this point of time I had not done. So I caught up on some of the latest computer innovations in ‘PC World’

Two hours later there was movement from the other areas of the house and after consultation it was decided to go back to the racetrack and clean up from the previous day. At the racetrack we hooked up Kevin’s old caravan, which had been used for any “stewards enquires’ that there might have been, loaded the three tote machines into the back and collected the scales, also to be conveyed back to town. After

parking the caravan at Kevin's other block we jumped the fence to visit their neighbour, Doug, who was now into the second consecutive day of his 50<sup>th</sup> birthday celebrations. We had a beer with Doug and those of his guests still left upright, before heading back into town.

### **Day 14 (Marble Bar)**

0800 hrs travelled about 35 km out of town to Talga Talga where Kevin has a gold lease. Kevin's method of prospecting is to nut out where the old creek beds lay, often buried by a thick layer of dirt. To remove this upper soil he has a fairly old bulldozer on site. To start the dozer is interesting in itself. Although it is primarily a diesel engine it actually starts on petrol complete with spark plugs, distributor etc. Then once running, a lever is thrown increasing the compression and changing from a petrol air mix to one of diesel. After a moment or two of spluttering it leaps into life as a fully functioning diesel engine. I know this is nothing new to those that know of such things, but I thought it was pretty interesting.



Once the upper soil has been removed, the old creek bed is revealed shown by a distinct change of colour in the dirt, if one is digging in the right place, that is. The next stage is to run a metal detector over all the moved dirt and the now exposed creek bed. This is when you start to locate the old nails, tin cans, small bits of iron ore etc. If you are in the right place, and have an element of luck on your side, the ultimate reward is **Gold nuggets**. Kevin showed us a few the night before just to prove it could be done. So while Kevin pushed metres of dirt around, Morris and I took it in turns to run the metal detector over the diggings.

Late in the afternoon after many old nails, sardine tins (which indicate it was once a rich diggings) and bits of magnetic rock had been dug out and carefully removed so that we didn't locate them again, and not long after Morris had proclaimed that "...this is nearly as boring as fishing...", we actually found what we had spent all day looking for, **Gold**. Well, it was a bit of rock with gold in it. Kevin later guesstimated that it was worth between \$40 and \$80, but that was before we heard on the news that the Reserve Bank had sold off its gold reserves and that the price of gold had plummeted.

On the way back to town we detoured via a run down and deserted homestead to rummage through some old cars and a tractor. Nearly as good as the tip this. Actually better, Morris scored some spare parts for one of his old tractors and in much less time than it had taken to find gold.

Once back in town we visited Helen's mum & dad and had a quiet beer on the veranda with them as the sun set.

**Day 15 (Marble Bar to rest area (59) near Nita Downs)**      Distance 369 km

Realising we were not cut out to be Gold Prospectors and that we still had places to go and see, we packed up the back of the van again. Before leaving town we decided to visit the old government buildings in the middle of town, where Helen worked as the Mines Registrar. The buildings had been completed in 1896 for £7949 to originally house the Mining Registrar, Court, Police Station and Post & Telegraph Office. They are still the same except Dept of Community Services and the Family and Children's Services has replaced the Post & Telegraph Office. The buildings are very well built and preserved, and well worth a look over.

1000 hrs found us heading out of town towards the now abandoned town of Shay Gap. We arrived at where Shay Gap had once stood at around 1130 hrs. Decided to go up to where the Telstra tower is located, so as to have a view overlooking the old town site. So around the back of the hills and started up the very rough track, which got slowly steeper and steeper.... About half way up we had to stop, engage 4-wheel drive, and low range before we could even think about continuing (the only



time in the whole trip where we used 4-wheel drive at all). The track seemed like it was about 45° incline and the surface deeply rutted with waterways was also covered in large stones about tennis ball size, hairy stuff, I can tell you!

Nearer the top we drove across the ridge of a hill, not much wider than the car, and with an almost sheer drop on one side. Just to complete the effect when we did get to the top there was quite a strong wind blowing. Boy, was it worth it, an excellent view to be had through almost 360°.

Of the town of Shay Gap practically nothing remained but a few small bits of broken concrete. As Morris had been there when the town existed he was able to point out where things had been. After taking a number of photographs we salvaged a stainless steel bracket from some burnt out cables left in a pile. This would be ideal to more permanently fix the GPS to the front handrail in the cab at a later date. Although lunchtime I decided I would rather complete the trip down the mountain first. So off we went. We stopped just before the really steep bit, so I could climb over to a better vantage point to the side of the track and take a photograph when the vehicle was passing down the steep incline. Great idea, but just at the crucial moment when I went to 'freeze the action' for all time, I discovered that the camera was out of film!

Safely at the bottom and back round to the town site we had a short walk to see if Morris could work out where his brother's house had been some 13 years earlier. The regrowth has done a pretty good job and we were unable to really pinpoint anything. Back to the car for lunch.

We then travelled up to the road to Broome and started the long zigzag to Broome. Around 1700 hrs we parked at the back of rest area (59) not far from Nita Downs Station and camped for the night.

**Day 16 (rest area (59) to Broome)**

Distance 216 km

0800 hrs, we left our overnight camp and headed for Broome. Arrived at Broome Tourist Bureau about 1000 hrs and had a look around to see what was available. The Tourist Bureau soon filled up to the point where it was impossible to get served, so we gave up, deciding to come back later in the day. While there I had to go to the toilet. No big deal so why am I mentioning it. Well, when I lifted the seat there was quite a large green frog looking at me. I'll fix you, I thought, and flushed the toilet. It did, he or she disappeared around the bend, but another frog was now visible desperately hanging on up under the lip of the bowl. No amount of flushing would shift it, and I had to 'go'! It's not easy sitting one sided on a toilet bowl trying to do your business, and anticipating that any minute that a small clammy hand might reach out and grab some part of your lower anatomy. However, I succeeded, and without further incident.



I had lived in Broome nearly 20 years earlier for just under 3 years. Numerous people over the years had warned me of all the changes, upgrading and touristy type things, but I still wasn't prepared for what we had now landed in. Not just a couple of supermarkets, three whole shopping centres! Five or six caravan parks and they were nearly all full. There were very few cars parked in the main street of China Town, because all the spaces had been filled with 4-wheel drives. Practically every make and model 4-wheel drive I had ever heard of. I'm probably exaggerating but there seemed like nearly 200 were all neatly angle parked both sides of the street and two rows in the middle, millions of dollars worth. People, every where you looked. Morris soon grew tired of me complaining and comparing everything to 20 years earlier. After about ½ an hour of my moaning, I think he sensibly switched off and ignored me.

After a walk around China Town we dropped into Broome Customs House and had a welcome cuppa. Then on to the wharf, via the light industrial area, where we were able to pick up a flasher unit for the Cruiser for \$38 (a bit different to Toyota \$104.50). We couldn't walk out onto the wharf because they were loading a ship with cattle, so we headed on round to Gantheaume Point and then on to Cable Beach. Lord McAlpine has accomplished a magnificent resort with the 'Cable Beach Club'. Too expensive for us to stay at, but it would be great to win a weeks accommodation there.

Behind the 'Cable Beach Club' we found 'Tarangau' Caravan Park. Unlike the other parks we had looked at which were all jammed packed, this one had lots of open space. On inquiring we discovered that they were also full and the extra space was due to the fact that they had limited ablution facilities, thereby limiting the number of occupants. After a short chat, where they established that I was an ex Broome resident and not just a tourist, they decide to let us stay for one night (\$12).

Later in the afternoon we revisited the Tourist Bureau. There are many touristy things to do and see including McAlpine's Zoo, Malcolm Douglas's Crocodile Farm, camel rides, hovercraft rides, helicopter rides, pearling lugger rides, fishing cruises, 4-wheel drive packages, etc, etc.... My friend in Customs had encouraged us, that if

we did nothing else during our stay, we should visit the Willy Creek Pearl Farm. So we booked in to go the following morning (\$17.50 each).

We had a beer at the 'Conti Lugger Bar' then on to the 'Roebuck' (far from the 'dive' it used to be), before heading over to 'Tongs Chinese Restaurant' which I was pleased to see had hardly changed at all in 20 years. The only shock was that little 'Kevin' who used to slam a menu down in front of you then play with his toy cars on the table, was now 20 something years old and much more politely placed your orders on the table when ready. The meals hadn't changed much either, still very good but not as cheap.



After dinner we went to 'Sun Pictures', the oldest outdoor picture theatre in the world (80+ years), and sitting in deck chairs, we saw 'The Lost World', which we thoroughly enjoyed.

**Day 17 (Broome to rest area (60) near Pt Smith)**

Distance 223 km

First stop of the day, was to a camera shop I had noticed the night before next to 'Sun Pictures'. Here I purchased a new camera bag, the type where you can put the camera in with a telephoto lens still attached.

Next we visited the museum, which was excellent, covering practically everything you can think of, except, much to my surprise, absolutely nothing about Customs. Very odd, especially as it was originally built as Broome's Customs House, and I had worked in it myself as a Customs Officer!

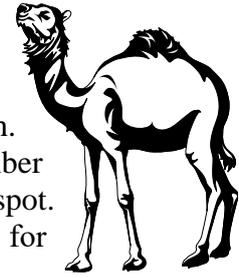
We refuelled (back tank only 80.8 lt @ 82.9 cpl = \$67) before leaving Broome to head up to Willy Creek for the Pearl Farm tour. Willy Creek is to the north of Broome, just over 30 km by road. It's a good idea to check the height and time of high tide before travelling as the last kilometre or so of the journey skirts around a 'tidal flat'. Once at the farm we receive a detailed explanation of how oysters are harvested and then farmed, including the different types of cultured pearl and the 5 different qualities (size, colour, lustre, shape & weight) that lead to the eventual value of each cultured pearl. During the talk we helped ourselves to tea and damper. Next we were shown how a live oyster is fitted with half round plastic disks during the last part of its useful life, to produce half round pearl shell ornaments which are cut from the shell after 8 months or so. The tour finishes off with a short video of how the divers collect the shell. All in all, it was a very worthwhile and informative tour.

Leaving Willy Creek (2034 km north of home) we started to head back south. We called into Port Smith on the way down, not much to shout about, probably good for fishing. Finally camping for the night at a rest area (60) 10.5-km south of the Port Smith Turn off. Probably spurred on from the damper we had eaten early in the day, Morris decided to cook some damper in the camp oven. We had some for supper lying in bed listening to one of the talking books, bloody good it was to.

**Day 18 (rest area (60) to De Grey River (56))**

Distance 402 km

Headed south again around 0800 hrs. We were nearly out of bread, so decided to call in to Pardoo Roadhouse to purchase some (\$2.80 for one loaf!). An hour or so further down the road we were startled to see a camel trundling along beside the road heading north. We stopped for lunch at Cape Keraudren. Judging by the large number of vans and tents set up here it was probably another good fishing spot. Apart from this unsubstantiated fact, it didn't have much else going for it, no trees or bushes, windswept and altogether not very inviting.



About 1400hrs we camped for the night at the De Grey River, on the northern side of the bridge. It was quite a congested camping area but we eventually found a good spot a bit apart from the other campers. It would have been a really good spot except for the strong easterly wind that was blowing. We did some washing and had a beer or two, before cooking dinner.

**Day 19 (De Grey River (56) to Bea Bea rest area (93))**

Distance 286 km

Awoke to a beautiful morning, before the wind started again. Heard a train in the distance and decided to get a photo of it as it crossed the rail bridge, visible behind the road bridge. Got all set up, and just at the right moment pressed the shutter. Nothing happened, the shutter had jammed, bugger.... I would have to try and fix it later on.

Once again heading south we stopped at Pt Hedland to refuel (152.8 lt @ 80.9 cpl less a 6 cpl discount (not sure why, but who's arguing) = \$114.44). Then on to South Hedland to reprovision. The indicators stopped working again, must be a short somewhere. Turning south down the Great Northern Hwy, only 1.5 km from where we had intending stopping for morning tea, suddenly, without any warning, we had a flat tyre. Whilst changing over to the spare tyre, after an earlier cup of tea than anticipated, a Range Rover and campervan slowed and stopped alongside us. It turned out to be one of the guys Morris worked with when he was relieving at Fremantle Fire Station. Talk about a small world.

Back on the road again we travelled on to rest area (93) at Bea Bea Creek. We found a spot right alongside the creek. This was very close to the perfect camping spot. An hour or so later anyone in the vicinity, with a camera could have got a shot of two naked men, one tall & and skinny, the other not as tall and definitely not as skinny, ankle deep in water having a wash. Just as well we were the only two there!

After lunch Morris set about fixing the flat tyre while I tried, without success, to fix my camera. The tyre looked like it may be okay but the tube was a complete right off. To be on the safe side the wheel was rebuilt with our 2<sup>nd</sup> spare tyre and a new tube. Next we had a look at the indicators and got them going again, manually. Fitted the GPS more securely with the s/s bracket we had early found at Shay gap. Then went for a walk for a kilometre or so along the creek and return, before settling down to a



relaxing afternoon, doing nothing much in particular, except finally fixing my camera, which seemed to be a battery problem.

**Day 20 (Bea Bea (93) to Karijini)**

Distance 249 km

Departed Bea Bea Creek at 0800 hrs and arrived at Auski Road House about 0900 hrs. We then travelled on to the old town site of Wittenoom, stopping first at the tourist information/gem shop. Probably the best collection of gemstones I have seen anywhere. Then up to the old Wittenoom Mine checking out the various pools and gorges on the way including stopping for morning tea at Cathedral Pool, well, it was Sunday. The raw asbestos is clearly visible around the mine and in some of the rocks thereabout.

Leaving Wittenoom we headed into Karijini National Park via the Yampire Gorge Road, which was really only suitable for 4x4 vehicles. Not that you needed 4-wheel drive, but the extra ground clearance was needed to negotiate some of the wash way's and rocks. This road itself is quite picturesque but is nothing to what lay ahead.

We headed up Dales Gorge Road, after first visiting the visitors centre. We stopped part way along this road and climbed down a track to Fortescue Falls and then further upstream along a track to Fern Pool, a very beautiful and tranquil spot. Then on along the road to the lookout overlooking Dales Gorge. From here to the lookout over Kalamina Gorge, with it's very dramatic colours, textures and reflections. Heading back down the road, then further west to Joffre Gorge Rd. We viewed the sights from the lookouts at Joffre Falls Red Gorge and Knox Gorge. All bloody magnificent, our heads were starting to spin with the grandeur of it all. By now it was time to find a camping spot for the night, so we headed on up to the Weano camping area (\$5) and parked near a gas barbecue and some other friendly campers. It had been a truly spectacular day.

**Day 21 (Karijini to Ashburton River)**

Distance 252 km

An early start the next morning found us checking out Oxers Lookout over Weano Gorge. Then onto what was undoubtedly the highlight of the whole trip, and aptly named the 'Journey to the Centre of the Earth', a climb down a steep rough track descending into the deep narrow Hancock Gorge and along the bottom to some pools of water.

Last and by no means least we climbed down into Weano Gorge. After first skirting around a smaller pool on a steep narrow ledge and passing through an area where the two walls of the gorge were only a meter apart and towering some 100 m above we came to Handrail Pool. Any further than this requires swimming and wading through icy cold water preferably with a wetsuit. We decided this a good point to start heading back.

Back up top we took in a final view of the incredible surroundings before reluctantly heading south once again. Next stop was Mt Bruce, WA's second highest mountain 1235 m. We climbed about a 1/3<sup>rd</sup> of the way to the summit along a relatively leisurely path before deciding the rest of the climb looked a bit daunting. Although not at the top, the view from this vantage point was quite spectacular, even if a bit tame after the gorges. We could see over the 'Marandoo' mine site where the railway line from Dampier snakes in a big loop past the conveyer belt and back on to itself, back to Dampier. The trains, pulled by two or three locos, have 200 carriages holding 200 tonnes of iron ore each. Seven trains a day make the round trip to Dampier and back.

We travelled on to Tom Price where we had hamburgers for lunch.  Needing to know if a dirt track between Pingandy and Dooley Downs Stations was open to traffic or not, we asked at the Tom Price Police Station, who, after checking with Paraburdoo Police Station, informed us that the road was closed. Bugger, this meant an additional 300 odd km of dirt road to travel to get to Mt Augustus. We double-checked at the Tourist Bureau, who initially gave us some hope, as they said that some vehicles had come through some two weeks earlier. However another person, apparently connected with the shire, walked in and said it was definitely closed. After refuelling (73 lt @ 90.9 cpl = \$66.30), we headed out of town feeling a bit let down. Our spirits picked up again later that afternoon when we made camp off the road alongside the Ashburton River. Forgetting the bad news, this capped off another fantastic day with an equally great camping spot. We did some washing, had quite a pleasant wash and swim, and soaked up the last of the days sunshine. Impressed with such an ideal camping spot we decided to stay the next day as well. However this idea was short lived as not long after dusk the easterly started blowing again.

### ***Day 22 (Ashburton River to Mt Augustus)***

Distance 259 km

Woke up to what should have been a nice tranquil morning but the easterly, still blowing, put pay to that! So much for the idea of staying a second day. We were soon packed up and on our way again. About an hour down the road, we came upon our first vehicle for the day. Stopping to have a chat, we were told by the fellow in the other vehicle, that the so called 'closed road' he had passed earlier in the morning showed more sign of traffic on it than the one he had driven along.

Now with a bit more hope, we set off again, approaching a creek crossing about ¾ of an hour further down the road we had to stop to let another 4x4 cross towards us. Speaking with these people for about 5 minutes revealed that the road was indeed open, as they had just travelled along it. Just as they headed off another 4x4 crossed, so we chatted to them, then another and.... It was eventually 20 minutes before we finally crossed this creek, in the middle of nowhere, after talking to no less than four 4x4 who were all travelling in a convoy.

When we eventually got to the turn off it was indeed a well-worn track and there was no indication of a 'Road Closed' sign anywhere to be seen. After a relatively short distance along this 'track', it was quite evident that it had been recently graded and

suitable for practically any sort of vehicle. The road eventually led right into the middle of the 'Mount Augustus Outback Tourist Resort' (a caravan park to most people). We set up camp for the night (\$12), glad that we had avoided the extra 300 odd kilometres to get here but annoyed that the people we had asked in Tom Price did not know the facts.

**Day 23 (Mt Augustus to 80 km north of Murchison)**

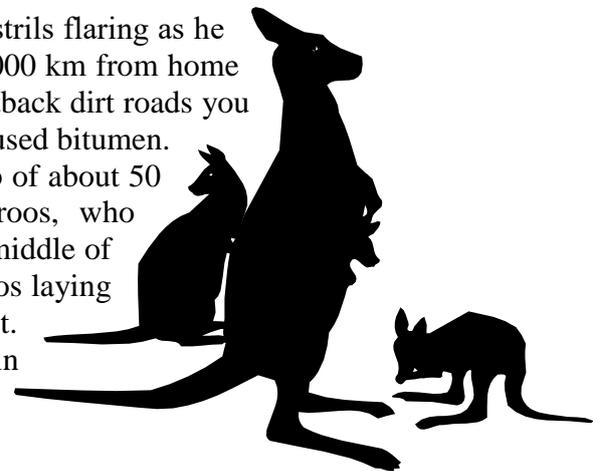
Distance 360 km

Left camp about 0800 hrs and headed across to the trail leading to Kotka Gorge. Ten minutes along this track we decide to give it a miss as we wanted to be at 'Edneys' by 0900 hrs for a guided tour with the ranger to Edney's Lookout.

The tour with the ranger, Trevor and two other tourists was very informative. Trevor explained about various plants along the track and provided information on some of the wildlife in the area. Once at the top of the peak, which took about 1½ hrs, we had a magnificent view in all directions. The visibility was apparently 50 to 60 km. We didn't stay on top for too long as it was quite cold with a strong wind whistling up from below. Edney's Lookout isn't the summit of the mountain, but it is much easier to get to.

After the tour we carried on circumnavigating the mountain until we came to Cattle Pool. This had once been an excellent camping spot. In fact it still would be, except there isn't any camping allowed in this particular National Park. So we made do with a lunch stop instead.

After lunch, once more on the road, I saw Morris's nostrils flaring as he got the scent for home. So south we headed, nearly 1000 km from home and more than half of it dirt roads. On these lonely outback dirt roads you tend to see a lot more wildlife than you do on the well used bitumen. On one occasion, we came around a bend to see a mob of about 50 kangaroos forming a circle around 2 other kangaroos, who appeared to be having a punch up, bang smack in the middle of the road. On another occasion we passed two kangaroos laying in the gutter hardly bothering to move as we drove past. We also saw many emus, some with young chicks in tow, quite a few Wedge Tail Eagles and other smaller birds of prey.



We drove until dusk, about 80 km north of Murchison Settlement, where we drove off the road into the bush about 50 meters before stopping and making camp for the night.

**Day 25 (Murchison to Wellard)**

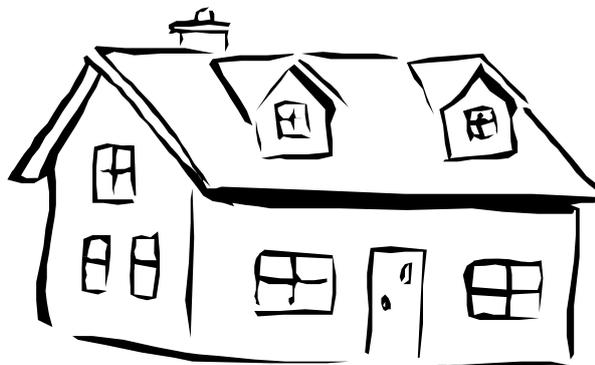
Distance 780 km

Homeward bound, we set off about 0800hrs, stopping at Murchison Settlement to have a look over their local museum. It is a very good museum, plenty of local history and many artefacts from earlier times, well worth a visit. The Shire of Murchison covers an area bigger than Ireland, yet it only has a population of just over 200 people, only some 25 of them ratepayers. However it boasts, not one, but four polocross grounds, including stabling and yards for 150 horses, along with lit tennis courts, sportsground, nine-hole golf course, cricket pitch and a community hall. Most of these amenities were accomplished largely through community effort and money.

Near Coal Seam National Park, (roughly half way between Mullewa and Mingenew), we stopped for lunch at a beautiful spot overlooking what's known as a "break away" or a large area of land suddenly dropped away from the surrounding land. In this case there is a river winding through the middle of it and newly growing wheat paddocks making a neat pattern in the bends of the river. It was the perfect spot for our last lunch of the trip.

Now on this last leg of the journey, I had a better understanding of the workings of the GPS. I had built up a proper route, complete with a number of larger towns input as waypoints. (See appendix – GPS Locations) This proved to be more useful than we expected. We were getting low on fuel again and were trying to delay filling up until as near to Perth as possible, to hopefully keep the price down. As the GPS was constantly updating the distance to each of the waypoints ahead of us, it was easy to decide which town we could safely reach without having to look at a map or do any calculations. This turned out to be Carnamah where we refuelled the back tank only (66.13 lt) as it still wasn't very cheap (@ 83.5 cpl = \$79.20).

Passing through Upper Swan we came to the end of the fifth talking book that we had listened to. It was probably just as well the book was finished, as when we approached Midland we encountered the beginning of the rat race. We needed all our concentration to make it the rest of the way home. I guess it appeared worse than it really was, as we had been away for twenty-five days with virtually no traffic to worry about, now here we were in the peak hour rush. Finally arrived back home in Wellard at 1900hrs.



THE END

Appendix

**Inventory**

<b>Vehicle Spares &amp; Tools</b>	<b>Camping Gear</b>	<b>Camping box with legs -</b>
spare wheel – complete spare tyre and tube tyre levers Puncture repair kit 8 hand cleaner 12 v air compressor 8 snatch rope 8 radiator hoses 8 fan belts 12 v trouble light 8 welding rods & lens 8 jumper leads 8 engine oil 8 workshop manual  90 piece plastic tool kit grey toolbox – various tools bolt cutters 240 v drill & drill bits insulation tape packaging tape self adhesive foam strip tube of silicon various lengths of wire elastic straps	gas bottle 3 x army drink bottles washing up bowl 2 x folding high back chairs tarp green & tarp striped annex for canopy 2 x adjust. poles for annex 4 x guy ropes tent pegs tent hammer 8 tomahawk Engel fridge generator & spares extension leads power board 10lts super petrol siphon hose army folding shovel 5 lt & 15 lt water containers bucket with lid swivel BBQ camp oven 8 kettle 8 camp shower	cutting board billy 3 x cups 2 x enamel plates 3 x plastic plates cast iron frypan nested set of saucepans gas toaster & spare mesh 8 2 x jaffle irons 3 x stubby coolers sponge & scourer tongs long & short matches BBQ egg slice 2 x teaspoons 2 x spoons 2 x butter knives 2x steak knives 2 x forks small stay sharp knife potato peeler tin opener bread knife egg rings 12 x pegs plastic wrap aluminum foil cooking oil detergent paper towel 2 x burner gas stove
<b>Miscellaneous</b>	<b>Food</b>	<b>General Equipment</b>
insect repellent fly spray 8 mosquito coils toilet paper window cleaner soap paper hankies sealable plastic bags vacuum flask Stanley lunch box sheets doona pillow broad brim hat clothes toiletries 8 ankle high boots overalls ear plugs something to read	tea bags coffee sugar salt & pepper bread jam Vegemite 8 Stock cubes & gravy biscuits nibblies dried peas & beans dried fruit (apple & banana) 8 rice sultanas & raisins spuds & onions bicarb of soda flour UHT milk tin fruit & tin food - various beer & ginger beer lite	Garmin GPS Nokia mobile phone GME UHF CB Radio first aid box portable cassette player 8 .22 rifle & scope & ammo 8 electric winch 35 mm SLR camera 8 Bull Bag 8 fishing gear large torch spare torch batteries rechargeable torch talking books - from library roller rule, dividers etc.

**Note:** Items marked with a 8 were not used during this trip

## GPS Locations

Location	Latitude	Longitude
Auski Roadhouse	22° 22.659'	118° 41.475'
Broome	17° 58'	122° 14'
Bullsbrook	31° 40'	115° 59'
Carnamah	29° 41'	115° 53'
Carnarvon	24° 53'	113° 40'
Cataby	30° 44'	115° 32'
Cossack	20° 41'	117° 11'
Dampier	20° 40'	116° 43'
Dongara	29° 15'	114° 56'
Eneabba	29° 49'	115° 16'
Geraldton	28° 46'	114° 37'
Gladstone	25° 57'	114° 15'
Karratha	20° 44'	116° 52'
Marble Bar (Kevin's place)	21° 10.257'	119° 44.323'
Midland	31° 53'	116° 00'
Millstream	21° 34.688'	117° 05.280'
Mingenew	29° 12'	115° 26'
Moora	30° 38'	116° 00'
Mt Augustus Outback Tourist Resort	24° 18.501'	116° 54.544'
Mullewa	28° 32'	115° 30'
Murchison	26° 53'	115° 57'
Pannawonica	21° 39'	116° 20'
Port Hedland	20° 18'	118° 35'
rest area (14) Midland Hwy		
rest area (32) Gladstone		
rest area (56) De Grey River	20° 18.607'	119° 15.100'
rest area (59) near Nita Downs	19° 02.572'	121° 39.743'
rest area (60) 10.5 km south of Port Smith	18° 36.236'	121° 57.917'
rest area (92) Great Northern Hwy	20° 47.308'	118° 31.414'
rest area (93) Bea Bea Creek	22° 00.492'	118° 48.849'
Roebourne	20° 47'	117° 09'
Shay Gap	20° 30'	120° 10'
Three Springs	29° 32'	115° 46'
Tom Price	22° 42'	117° 47'
Wellard (Webb's place)	32° 16.063'	115° 52.166'
Wittenoom	22° 14'	118° 20'

- Note:**
- (1) Positions showing no decimal places are copied from Dick Smith's 'Australian GPS Location Guide'.
  - (2) Positions shown to 3 decimal places were recorded by GPS on the spot.
  - (3) Rest area numbers in brackets refer to the numbers in; - 'the guide to Free-Camping in the North of WA'

## Trip Costs

• <b>Total distance covered</b>		<b>6400 km.</b>
• <b>Fuel used 852 lts, costing</b> <i>(Average fuel consumption 20.7 mpg (13.3 lts per 100 km))</i>		<b>\$715.00</b>
• <b>Accommodation:</b>		<b>87.00</b>
	Gladstone	2.00
	4 x week National Park Pass	12.00
	Millstream Camping 2 x nights	10.00
	Dampier Transit Caravan Park x 2	20.00
	Point Cooke Caravan Park x 1	14.00
	Tarangau Caravan Park x 1	12.00
	Weano Camping Area x1	5.00
	Mt Augustus Outback Tourist Resort	12.00
• <b>Spares, used:</b>		<b>\$75.50</b>
	Second hand tyre	20.00
	Inner tube	17.50
	Flasher unit	38.00
• <b>Tours:</b>		<b>\$37.00</b>
	Willy Creek Pearl Farm x 2	35.00
	Mt Augustus guided walk	2.00
• <b>Meals and Entertainment:</b>		<b>\$234.00</b>
	Dampier Chinese x 2	32.00
	Dampier Smorgasbord x 2	33.00
	Point Cooke Roast dinner x 2	16.00
	Kebab @ South Hedland x 2	9.00
	Tongs Chinese (Broome) x 2	34.00
	Hamburger @ Tom Price x 2	10.00
	Marble Bar Cup x 2	40.00
	Marble Bar Ball x 2	60.00
• <b>Total</b>		<b>\$1148.50</b>

*Plus cost of beer, food, postcards, presents, etc.*

Appendix

**Radio Stations & ABC TV in WA (listed from North to South)**

*Note: Italics indicate Commercial stations.*

Location	Latitude	Longitude	AM		FM		ABC TV
Wyndham	15° 28'	128° 06'	6WH	1017	6ABC RN <i>WAfm</i>	107.7 <i>102.9</i>	10
Kununurra	15° 46'	128° 44'	6KW	819	6ABC RN <i>WAfm</i>	107.3 <i>102.5</i>	9
Koolan Is.	16° 08'	123° 47'			6ABC RN 6ABC RR 6ABC FM	107.7 106.1 104.5	
Derby	17° 19'	123° 38'	6DB	873	6ABC RN <i>WAfm</i>	107.5 <i>102.7</i>	8
Broome	17° 58'	122° 14'	6BE	675	6ABC RN <i>WAfm</i>	107.7 <i>102.9</i>	8
Red Hill	18° 00'	122° 12'			6ABC RR	96.3	
Fitzroy Crossing	18° 11'	125° 36'			6ABC RN 6ABC RR <i>WAfm</i>	107.7 106.1 <i>102.9</i>	58
Halls Creek	18° 14'	127° 40'			6ABC RN 6ABC RR <i>WAfm</i>	107.7 106.1 <i>102.9</i>	8
Port Hedland	20° 18'	118° 35'	6PH <i>6NW</i>	603 <i>1026</i>	6ABC RN	95.7	7
Shay Gap	20° 30'	120° 10'			6ABC RN 6ABC RR	106.3 107.9	2
Dampier	20° 40'	116° 43'			6ABC RN	107.9	29
Karratha	20° 44'	116° 52'	6KP <i>6KA</i>	702 <i>1260</i>	6ABC RN	100.9	54
Roebourne	20° 47'	117° 09'			6ABC RN	107.5	9
Onslow	21° 38'	115° 07'			6ABC RN	107.3	8
Pannawonica	21° 39'	116° 20'	6PN	567	6ABC RN	107.7	11
Nullagine	21° 53'	120° 07'			6ABC RR	106.3	50
Exmouth	21° 57'	114° 07'	6XM <i>6LN</i>	1188 <i>747</i>	6ABC RN	107.7	8
Marble Bar	21° 10'	119° 44'			6ABC RN 6ABC RR	107.5 105.9	8
Wittenoom	22° 14'	118° 20'			<i>WAfm</i>	<i>102.9</i>	66
Tom Price	22° 42'	117° 47'	6TP <i>6KA</i>	567 <i>765</i>	6ABC RN 6ABC RR	107.3 99.3	10
Paraburdoo			6PU <i>6KA</i>	567 <i>765</i>	6ABC RN	107.7	6
Newman	23° 22'	119° 44'	6MN	567	<i>WAfm</i> 6ABC RN <i>6NEW-FM</i>	88.9 93.7 92.9	7
Carnarvon	24° 53'	113° 40'	6CA <i>6LN</i>	846 <i>666</i>	6ABC RN	107.7	7
Denham	25° 55'	113° 32'			6ABC RN	107.5	8
Warburton	26° 08'	126° 35'			6ABC RR	106.1	69
Meekatharra	26° 35'	118° 30'			6ABC RN 6ABC RR <i>WAfm</i>	107.9 106.3 <i>103.1</i>	8
Wiluna	26° 35'	120° 14'			6ABC RR	106.1	69
Cue	27° 26'	117° 54'			6ABC RN 6ABC RR	107.7 106.1	10
Kalbarri	27° 42'	114° 10'			6ABC RN 6ABC RR <i>WAfm</i>	107.7 106.1 <i>102.9</i>	9
Leinster	27° 55'	120° 42'			6ABC RN 6ABC RR 6ABC FM	107.7 106.1 104.5	10
Mt Magnet	28° 04'	117° 51'			6ABC RN 6ABC RR <i>WAfm</i>	107.3 105.7 <i>102.5</i>	8
Yalgoo					6ABC RN 6ABC RR	107.7 106.1	10

Appendix

Location	Latitude	Longitude	AM		FM		ABC TV
Laverton	28° 38'	122° 24'			6ABC RN 6ABC RR <i>WAfm</i>	107.7 106.1 <i>102.1</i>	10
Geraldton	28° 46'	114° 37'	6GN <i>6GE</i>	828 <i>1008</i>	6ABC RN 6ABC FM 6JJJ FM <i>BAY-FM</i> <i>6GGG</i>	99.7 94.9 98.9 98.1 96.5	6
Leonora	28° 53'	121° 20'			6ABC RN 6ABC RR <i>WAfm</i>	107.3 105.7 <i>101.7</i>	8
Menzies	29° 42'	121° 02'			6ABC RN 6ABC RR	107.7 106.1	10
Eneabba	29° 49'	115° 16'			6ABC RN	107.7	46
Leeman	29° 56'	114° 58'			6ABC RN	107.3	5A
Dalwallinu	30° 17'	116° 40'	6RN 6DL	612 531			46
Jurien bay	30° 18'	115° 02'			6ABC RN <i>WAfm</i>	107.9 <i>103.1</i>	59
Kalgoorlie	30° 45'	121° 28'	6GF <i>6KG</i>	648 981	6ABC RN 6ABC FM 6JJJ FM	97.1 95.5 98.7	6
Lancelin	31° 01'	115° 20'			<i>WAfm</i>	<i>102.3</i>	53
Southern Cross	31° 14'	119° 19'			6ABC RN 6ABC RR <i>WAfm</i>	107.9 106.3 <i>100.7</i>	9
Merredin	31° 29'	118° 16'	<i>6MD</i>	<i>1098</i>	6ABC RN	107.3	8
Northam	31° 39'	116° 40'	6NM <i>6AM</i>	1215 864	6ABC FM 6JJJ FM	98.9 98.1	
<b>Perth</b>	31° 57'	115° 51'	6RN 6WF <i>The Eagle</i> <i>6PR</i>	810 720 <i>1080</i> 882	6ABC FM 6JJJ FM <i>101-FM</i> <i>100-FM</i> <i>Sonshine</i> <i>MMM</i> <i>6EBA-FM</i> <i>94.5-FM</i> <i>PMFM</i> <i>RTR-FM</i>	97.7 99.3 <i>101.7</i> <i>100.1</i> 98.5 96.1 95.3 94.5 92.9 92.1	2
Norseman	32° 12'	121° 47'			6ABC RN 6ABC RR	107.3 105.7	7
Mandurah	32° 32'	115° 43'	6MM	1116			
Narrogin	32° 56'	117° 11'	<i>6NA</i>	<i>918</i>			57
Wagin	33° 19'	117° 20'	6RN 6WA	1296 558			8
Bunbury	33° 20'	115° 38'	<i>6TZ</i> <i>6BY</i>	<i>963</i> <i>900</i>	6ABC FM	93.3	5
Collie	33° 22'	116° 09'	<i>6CI</i>	<i>1134</i>			
Argyle	33° 33'	115° 46'			6ABC RN 6KW/T	107.5 105.9	69
Ravensthorpe	33° 35'	120° 02'			6ABC RN 6ABC RR	107.5 105.9	11
Busselton	33° 39'	115° 20'	6BS	684			
Katanning	33° 41'	117° 33'	<i>6WB</i>	<i>1071</i>			7
Esperance	33° 51'	121° 53'	6ED <i>6SE</i>	837 747	6ABC RN 6ABC FM	106.3 104.7	10
Bridgetown	33° 58'	116° 08'	6BR	1044			56
Nannup	33° 59'	115° 45'			6ABC RN 6ABC RR	98.9 98.1	32
Manjimup	34° 15'	116° 09'	6MJ	738			
Augusta	34° 19'	115° 09'			6ABC RN 6ABC RR	99.1 98.3	56
Albany	35° 00'	117° 52'	6AL 6VA	630 783	6ABC RN 6ABC FM 6JJJ FM	96.9 94.5 92.9	7