SECTION 1

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

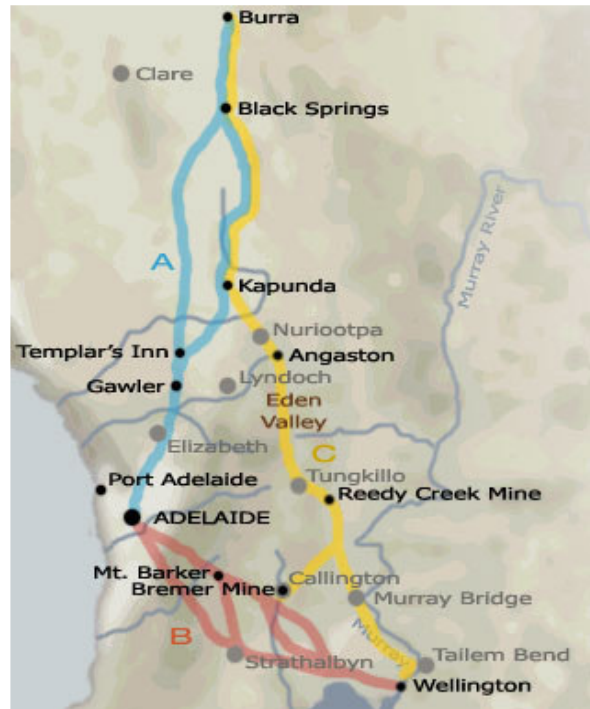## PART A

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

PART B

Adelaide to Wellington

PART C

Burra to Wellington via Reedy Creek Mine

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

SECTION 1, PART B: **Adelaide to Wellington**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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