



# TEROWIE TREK

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DETAILED MAP INFO

## A Short History of Terowie...

Grazing licenses were taken out around Terowie during the early 1850's. Despite warnings that the soils and climate in areas such as Terowie were unsuitable for farming, the grazing lands were subdivided into farm allotments in the early 1870's. John Aver Mitchell purchased section 158 Hundred of Terowie in 1873, and subdivided it to establish the nucleus of the township. He obtained a license for the Terowie Hotel, the first building in 1874, and shortly afterwards a store and blacksmith were established. The town was gazetted in 1877. It developed remarkably quickly and surrounding sections were also subdivided to extend the town boundaries. By 1881 the population had reached almost 700. From its foundation Terowie was a major supply centre for the development areas to the north and North-East. Even before the arrival of the railway in 1880, each day saw the arrival and departure of horse and bullock wagons and coaches. Terowie became known as "The Hub of the North", and it was reported that as many as 50 horse and bullock teams were in town at one time. Shortly after the broad gauge line from Adelaide reached Terowie, it was linked by narrow gauge line to Petersburg (now Peterborough) and Broken Hill. The narrow gauge line was eventually extended to reach Quorn and the onto the northern line which was eventually extended to Alice Springs. Terowie thus occupied a unique position with the rail networks with all passengers and goods going to and from the northern areas of SA and the other states coming through Terowie to be transferred from one gauge to another. The arrival of the railway coincided with mineral discoveries and mining operation in Broken Hill-Silverton district which were looking to SA as an outlet and for transportation, and the development of vast north-eastern pastoral areas of SA. As a result Terowie became the centre from which supplies were drawn, and to which produce was delivered. The railway yards at Terowie were immense, extending for a length of almost 3km's and included workshops, engine sheds, shunting lines, a turntable and the transshipping yards. The yards were a hive of activity with railway employees and those employed by the transshipping contractors numbering several hundred. Terowie's population numbered just over 2000 at its peak. During the years 1941 to 1946 there was a further increase in activity due to the establishment of a large military camp in and around the town to cope with the transshipping of men and materials to the north. In March 1942 General Douglas MacArthur gave his first Australian press interview in Terowie after his escape from the Philippines and it was here that he first issued the now famous statement "I came out of Bataan and I shall return". In 1969 the broad gauge line was extended from Terowie to Peterborough and the station became a whistle stop. With its major employment base gone the town's population declined rapidly to about 130. The Barrier Highway, constructed at the same time, by passed the town and Terowie's shops and stores closed and it appeared that it would become a ghost town. With a final wrench the rails that had become idle by mid 1980's were removed in 1990. Although almost all the workings and buildings in the railway yards were removed and demolished from the mid-1960's onwards, Terowie had retained a Main Street which was described by responsible investigators as unique in Australia.

In 1885 Terowie was designated a Historic Town - one of only seven in SA. In 1991 the efforts of its Citizen's Association were recognised by an Award of Merit by the Civic Trust of SA for the 'Fostering of Civic Pride in the Township' this was only one of only five such awards made state-wide.

**Other Scenic Drives are also available contact:**

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## Start from Peterborough Post Office

**1.5km** Sale Yards on right

**3km** On the left. Formerly Pipelines Authority of SA and is now owned by Epic Energy. A gas pipeline between the Moomba gas fields and Adelaide was installed in the late 1960's. This was the Northern Depot.

**4km** Train line on the right. Used by the Indian Pacific Transcontinental Passenger Train. It is also used by ore trains which travel from the mines at Broken Hill to the Smelters at Port Pirie and freight trains travelling from Sydney to Perth and return. This line was converted to standard gauge in 1969.

**6.8km** On the left are the Dawson Hills whilst on the right is Dowd's Hill which is part of the Porcupine Hills which are in turn part of the Mount Lofty ranges. The standard gauge railway line passes underneath the road here via a tunnel. Dowd's Hill Tunnel is still visible on the left of the overpass. The narrow gauge track used to travel through it.

**11km** Amelia Park on the left. Up until the late 1980's there used to be a Railway Picnic put on for the Railway families on one Sunday every October in this area. The picnic was paid for by deducting a small amount of money from the railway workers wages every payday. There used to be a special train which left Peterborough in the morning to bring the people out to the picnic and then bring them back at night.

**12.5km** On the left are the remains of Ucolta; a railway siding which became unnecessary when the trains converted from steam to diesel in the late 1960's.

**14.3km** Intersection turn right to Terowie. This intersection is known as 9 mile by locals.

**18.8km** On the left just off the road is a plaque erected in 1988 to commemorate the first meeting of the District Council of Coglan held at Lancelot in 1888. The Lancelot ruins are on the right hand side of the road. Lancelot was a town which came into being before Peterborough. However when the railway line from Adelaide was redirected through Peterborough (or Petersburg; as it was known) Lancelot died.

**19.8km** There is a clump of trees at the base of the hills on the right. This is the Lancelot cemetery. In the late 1870's a man by the name of William McMetry lost his four sons and a daughter and his wife in the space of 24 hours because of the diphtheria epidemic. He had to bury all of his family himself because the authorities at the time did not know what they had died of. He finished burying his family at 10.30pm at night.

**25km** Ruins on the right are of an old farmhouse, this property was known as Fairview. There are ruins like this scattered all through the South Australian countryside. When the land was first made available for sale it was sold off in one mile square blocks. The people who purchased this land put in crops and had a couple of good seasons due to above average rainfall. As a result they built their own farmhouses but the true seasons soon followed and it soon became evident that they would not be able to make a living out of just one square mile of land. If they weren't able to purchase more land they walked off of the property and it was sold to someone else. In some cases the SA

Government would give back some of the people's money but they had to remove the roofs off the houses so that they became uninhabitable.

**33.5km** Land on both the left and the right are used for grazing sheep. In the distance ahead are the Munjibbie Hills and the Windfarms at Hallett.

**34km** Mt Parker is on the right.

**34.9km** T-junction in the road - drive straight ahead.

**35km** Mahoney's farmhouse is on the left. They were butchers that had shops in both Terowie and Peterborough.

**36.5km** On the left are the remnants of the Ash Pits where ash from the steam engines were deposited.

**36.6km** Turn right at the sign RV Parking and Historic Railway Station

**37.3km** Turn right into Terowie.

**37.4km** Houses on the right were originally railway cottages. The railways closed down in Terowie in 1969.

**37.5km** On the right before you cross the railway line is the Station Masters house

**37.6km** Turn right.

**37.8km** On the right is what is left of the railway station whilst on the left is the old Post Office which was built in 1882.

**37.9km** Turn right into the railway station. There are two plaques on the platform. The first one reads "I came out of Bataan and I shall return. This historic message echoed around the world was given on this spot by US General Douglas McArthur at his first press interview in Australia 20-3-1942" The other plaque commemorates 25 years of the commencement of the standardisation of the Port Pirie to Broken Hill section East - West railway on the 7th Oct, 1963. The completion of standardisation project in late 1969 would be the beginning of the end of Terowie as an important railway town. The railway tracks on both sides of the platform are broad gauge lines. There also used to be refreshment rooms on this platform. After you have finished inspecting the Railway Station head back out through the gates and straight ahead.

**38km** Just as you pass through the gates on the right remnants are of the CELLBLOCKS c. 1942 The football oval which was on the right of the cells was the base for the army. Straight ahead is the Institute which was built in 1879. The Imperial Hotel is to the right of the Institute. It was built in 1882.

**Turn Left** Just around the corner on the left is the CWA rooms which were built in 1928. This is now the Terowie Visitor Information Centre. On the right (next to the public toilets) are a group of three shops (c.1880). The central shop housed the blacksmith. The adjacent shops were used as a printing room and the office of the Terowie Newspapers from 1881 - 1891. **Munjibbie Crafts** c.1882 - this building was originally used as a bakery, draper and general store. **A. Peperkorn** c. 1882 - originally comprised 2 shops. The present facade was built in 1932, following a fire. Stephenson's Building c.1880 - (building on the right hand corner) originally occupied by blacksmiths, Packer & Taylor JE Stepehnson established a general store here in

1884. Operated by Stan and Dave Simpson until it closed in the 1970's. On the left hand side on the corner is **Ford Bros. Building**, built in 1882 by Ford Bros. They had general stores in Terowie and Silverton. Was not used from mid 1960's until 1991 when it re-opened as a general store. It took over the Post Office Agency in 1993.

**38.3km** On the left **Arid Lands Botanic Garden** established by the Citizens Association in 1991 and will ultimately contain 600 shrubs and trees representing 250 species. A section of the site immediately behind the Ford Bros. Building was occupied by The Royal Hotel which was destroyed by fire in 1934. Quantities of fused glass were found when preparing the area for planting. Buildings next to the Botanic Gardens were shops built between 1882 - 1950.

**38.4km** On the right on the corner was the **National Bank Building** which was built about 1882. Now a private residence; it closed in 1894 due to the recession of the 1890's. Alongside the bank was a former solicitor's office and adjoining shops built approx 1882.

**38.5km** On the right **Terowie Hotel** est. by John Aver Mitchell as Terowie's first building. The rear of the complex includes what is believed to be Terowie's first church. Alongside the hotel is **ES&A Chartered Bank** 1878 which closed its doors as a banking organisation in 1966. By this time it had become an agency for the ANZ Bank. It now houses a collection of district records and photographs. A key is available on request.

**38.6km** On the left corner is the **Coffee Place** c.1885. Now a private residence in the early years it was the Towns Temperance Hotel and lodging house. On the right hand side is **Terowie Budget Hardware**, this building was built in 1882 and was used as a general store and Terowie's major bakery. It gained national recognition in the late 1980's with a dispute between the owner and the Commonwealth Development Bank.

**38.7km** On the left is **Hidden Waters Emporium**. These premises were originally occupied by the Rohrsheim family which founded the Gold Top Bakery in Port Pirie. It is an attractive example of a small late nineteenth century shop.

**38.8km** On the right is the Catholic Church.

**38.9km** On the right is the former **Terowie School** and residence, built in 1877 and had major additions in 1882 to 1887.

**Turn Right on to Belalie Road**

**39.1km** Turn right into Mitchell Street.

**39.4km** Straight across John Street. On the corner is **Old Terowie Hospital**. Operated as a private hospital from 1922 to 1955.

**39.5km** On the left are some old Pioneer cottages built around 1882 by their owners from local material.

**39.9km** Across Taylor Street. On the left hand corner is the **Baptist Church Building** which was built in 1880. It was used as a private residence from 1952 to 1955 before it was converted to a Masonic Lodge. Closed in 1993.

**40km** On the left. **St John's Anglican Church** c.1880. Originally built as the Primitive Methodist Chapel, and later

used during 1884-89 by the Salvation Army. Purchased by the Church of England in 1890.

**40.2km** On the left is the **Uniting Church Building**. The church was built in 1882 and a memorial hall was built onto the rear of the church in 1919 in memory of the members who were killed in the Second World War. Closed in 1993. It is now privately owned. Across the road on the left hand side is the **St Joseph's Convent Building**, built approx 1885 as a private hospital, and later used as a convent and school from 1911 to 1966. Conducted by the Sister of St Joseph, founded by Mary McKillop. Now privately owned. Turn right into Frederick Street.

**40.3km** Turn Left.

**40.4km** On the left is the **Old Police Station**, built in 1882. Has the original cells at the rear. The front was extended in the late 1920's to accommodate a magistrates court. It was later turned into a police station office.

**40.5km** On the left is **Dr Hills Eye Hospital Building** built around 1885 by Dr Abramowski. In the 1890's a hospital was conducted here by Dr A W Hill, a London trained ophthalmologist who advertised for rabbits at 3d each for use in his experimental work.

**41.4km** Cemetery on the right. It contains the graves of many of the town's pioneers, including John Aver Mitchell.

**41.4km** Admire the Tin people at Gannet's Roost.

**42.6km** T Junction, turn left towards Peterborough.

**47.3km** On the left Land Re-claimant Project using Saltbush. Saltbush is being used to feed sheep and at the same time help to preserve the topsoil.

**47.5km** Turn left onto Gumbowie Reservoir Road, travel 500 metres and view the reservoir on the right. This water was piped to Terowie for their water supply. Do a U-Turn and return to the bitumen rd, turn left for Peterborough.

**49.7km** On the left at the base of the hills can be seen what is left of the railway line that linked Peterborough and Terowie. It was pulled up in 1990.

**51km** On the left at the left turn bend are the ruins of the Gumbowie School.

**52.2km** Just over the hill on the left was a railway siding called Gumbowie. It was (before the line was pulled up) the highest railway point in SA.

**55.4km** The tallest hill directly ahead in the distance is known as Black Rock. It is 839 metres high. Blackrock the town is situated 10km to the West of it.

**60km** Airstrip on the left is an all weather strip which has landing lights so that the air ambulance can fly in and out at any time. The money to establish this airstrip and facilities was funded by the local community of Peterborough to the tune of approx \$15,000. The Airstrip was bitumized in 2019.

**61.5km** Peterborough Cemetery on the right.

**62.1km** On the right is the Bogey Exchange. Now abandoned; it was originally used to transfer the bogies (wheels) from the broad gauge trains so that they could run on the standard gauge line. It closed down in about 1980.

**52.5km** Peterborough formerly Petersburg 1880 - 1918.