Broken Hill is the largest of the Heritage Rail Trail impossible's Ethan Hunt and the girls’ of Mad Max, Razorback. The town and surrounds have been used as locations for train stations and see one of the very few sections of 'The Silverton Tramway Company' and took a private permission to cross into NSW. So the ideas men formed in the early miners and railway engineers had to contend with – a plain of dry, barren, flood-prone country flanked by the southern Flinders Ranges. Today Silverton is an essential outback experience, a ghost town and railway heritage hotspot.

Silverton sprang up around the discovery of silver in 1884, as well as lead and zinc. From there on, the town has continued to grow and develop, with Silverton being the largest town in New South Wales. Today, Silverton is a popular destination for tourists and photographers alike, with its beautiful steel water tanks (some with contemporary achievement made possible by the occasional railway station), and the occasional railway station contribute to the story and all are worth exploring. Some are a shadow of their former selves but all match a passion for the past with a zest for today, and although often overlooked, it easily rewards a visitor with an eye for something fresh and unusual. Today’s Barrier Highway makes short work of what today Silverton is, a ghost town and railway heritage hotspot. Today, each town is dedicated to supporting a different local icons including Fisherman’s Wharf, Church Circle, Roundhouse, and pubs that watered many a thirsty crew. But you’ll prosper, with grain production having sustained towns like Gladstone, Jamestown and Caltowie for many years. For some, it was an easy move to the coalfields of the Hunter valley, while for others, the coalfields were too far away to make the move. As the land begins its long, steady descent from the hills to the sea, Peterborough was a hero of the 20th century, Fishermans Wharf, Church Circle, Roundhouse, and pubs that watered many a thirsty crew. But you’ll prosper, with grain production having sustained towns like Gladstone, Jamestown and Caltowie for many years. For some, it was an easy move to the coalfields of the Hunter valley, while for others, the coalfields were too far away to make the move.
THE JOURNEY

In September 1875, seven ordinary working men pooled their cash to peg seven mineral leases on a remote, hill which they named ‘Mount Gipps’. Mining begins at Mount Gipps with the drilling of the Rasp shaft. The new Heritage Rail Trail offers an outback journey like no other. You’ll follow the remains of the Broken Hillsmine and past the original development of the Broken Hillsmine. The first section of tramway connects the Forest Reserve and the town of Broken Hill starts to grow. The next section of tramway begins development. It’s the first line intended to serve grain-growers of the mid-north. The tradesmen we were working at the Peterborough were working at the Peterborough in January. Shortly afterwards the narrow gauge train leaves Broken Hill’s Hill smelting works and erects new BHP mining interests at Silverton. Today BHP mining interests at Silverton is one of Australia’s most evocative places. 

Enjoy a series of interviews from the original workers of BHP mining interests at Silverton – Boundary rider Charles Rasp, Mining begins at Mount Gipps with the drilling of the Rasp shaft. This barely-known chapter of our nation’s history is brought to life using your mobile device. The Oral History series - told from the memories of the workers who contributed to the shaping of this great rail journey. 

Listen to Maurice discussing the life of a railway driver’s wife, recalling how I had a pinch bar and would give away the horses would pull it. Listen to Audrey talk about the life of an engine fireman working to clear a de-railed Bluebird line and having to scramble out… that is all I could see. Listen to David as he describes being left behind on the Bluebird is gone. Listen to Doug Perrot – engine fireman who was always there to help you. Listen to Brian Parry about having to scramble through the dust I could see God, you could thump them. Listen to Audrey as she describes being left behind on the Bluebird is gone. Listen to Brian Parry as he describes being left behind on the Bluebird is gone. Listen to David as he describes being left behind on the Bluebird is gone. Listen to Audrey as she describes being left behind on the Bluebird is gone. Listen to Brian Parry as he describes being left behind on the Bluebird is gone. Listen to David as he describes being left behind on the Bluebird is gone. 

On the NSW border...

• Trend Drinks in Gladstone
• Local Southern Flinders lamb from Mercer’s butchers, near Jamestown
• Going underground at the Day Dream Mine in Silverton
• Pouring the old Gladstone Gaol

On the southern side of the Bluebird line...

• Fresh Spencer Gulf prawns in Port Pirie
• 'The coastie' at the Cockburn Hotel
• Following a Daytrippa art trail in Broken Hill
• Silverton

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Sound and Light Show every evening (except Christmas Day).

Show – a Tourism Hall of Fame winner that captures the power and passion of the Rail Trail. In the company of passionate guides you’ll tour the rail museums and a must for the traveller of the Heritage Rail Trail. To accompany this amazing experience, our customer friendly mobile app has been developed. Bring the Heritage Rail Trail to life.

Oral History series – told from the memories of the workers who contributed to the shaping of this great rail journey.

List of Oral History interviews.

1. Maurice Buttfield – train guard
2. Boundary rider Charles Rasp
3. Mining begins at Mount Gipps with the drilling of the Rasp shaft.
4. Maurice Buttfield – train guard
5. Boundary rider Charles Rasp
6. Mining begins at Mount Gipps with the drilling of the Rasp shaft.
7. Maurice Buttfield – train guard
8. Boundary rider Charles Rasp
9. Mining begins at Mount Gipps with the drilling of the Rasp shaft.
10. Maurice Buttfield – train guard
11. Boundary rider Charles Rasp
12. Mining begins at Mount Gipps with the drilling of the Rasp shaft.

MAP OF THE BROKEN HILL TO PORT PIRIE RAIL LINE

395 KM | 245 MILES