

We can also advise on current weather conditions and the impact that could have on the roads in the weeks ahead. It is important that travellers are aware we are not a supplier of fuel (although water is not a problem) and that we do not offer camping facilities of any kind. A follow up phone call just prior to departure is recommended in case inclement weather or other unforeseen factors may impact on those heading for the property. Whilst it is rare for us to request you bring us anything, whether it be stores, parts or mail, the courtesy of asking is always appreciated. Occasionally it may be that something urgent has missed the mail or a part is required in a hurry and having someone bring it out, rather than having to travel the 420 km round trip to Meekatharra to collect such items, is helpful.

The newspaper is always welcome, even if a bit dated and/or secondhand. Over the years we have often been surprised by the generosity of some travelling through who have brought a variety of offerings including fruit, fresh bread, drinks and even fresh fish. Whilst travelling through the station our request to you is fairly straight forward. The unwritten laws of the bush, which apply to most pastoral leases, such as not camping right next to windmills, not leaving rubbish behind, leaving gates as you find them, not disturbing stock and being careful with fires should be adhered to.

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Many of those who visit Neds Creek do so in a convoy of vehicles and these can create quite an amount of dust, especially if the country is dry. We (particularly my mother in law and I) are most appreciative of those who acknowledge this and drop their speed limit to a minimum when arriving or leaving either of our homesteads.

Very few people travel this route with dogs but those who do must be aware of the risks. Whilst we don't lay poison baits on Neds Creek, we do set dingo traps and baits can be dropped by birds from other properties. The nearest vet is 300kms from us and even further if you are out in the ranges. As we have our own pet dogs we appreciate it if anyone travelling with dogs does not let them out of the vehicle at the homestead, without checking with us first. Over the years we have enjoyed meeting and chatting with a wide range of visitors who have passed through the station, many of whom return after their first visit. Whilst the seasons haven't always been kind to us and our land in recent years, it hasn't stopped those with adventure in their heart from travelling to this part of our State, which continues to grow in popularity.

Whilst the experiences of our family in regards to tourists travelling through Neds Creek may not be the same as others in the pastoral areas, we have a philosophy of 'you do the right thing by us and we will do the same for you.' At the end of the day Neds Creek is the rather large back yard of our family and if you think of it like this and how you would like people to treat your back yard, then the good relationship between the ourselves and our numerous visitors will continue.

Contact Details

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Editors Note:

It's unfortunate that the Carnarvon Ranges are under (temporary?) closure by Native Title claimants. When and if they do re-open it's nice to know there are pastoralists who welcome travellers onto their property in order to enjoy this beautiful part of Western Australia.

Low Coolant Alarming

Following our desert disaster last year when a wayward stick separated a coolant pipe from the V8 TD Landcruiser and cooked same in very short time, we determined to protect the new motor from a similar fate by installing a low coolant alarm. (LCA.)

We would have thought a LCA was a logical thing to have as standard on an expensive motor but we were mistaken.

As it turned out, by the time the new motor was installed we had two LCAs to play with - one from Redarc and one from Blackcat Trading, so the Redarc went into the Landcruiser and the Blackcat into the Ford Ranger. Each unit has a probe which senses low coolant physically and the main difference between the two is that the probe on the Redarc is meant to be installed in the radiator's top tank while the Blackcat is inserted via a solid tubing into the top radiator hose. We actually prefer the latter method



▲ Redarc sensor in our own pipe insert.

as the top tank skin is relatively thin and it's more expensive to remove and/or replace if it suffers a leak. So we had a tube fitting made up for the Redarc and got on with the install. (Approx 2 hrs each.) Once installed we are reminded they are there every time we start the vehicles. The Blackcat has a single beep and a flash of the LED to tell you it's on and ok while the Redarc has 4 loud beeps (which I'd rather tone down) and an LED flash as well. For both units the system needs to lose approx 50 mm coolant level for the alarm to go off.



▲ Redarc dash unit adds a professional finish to the job.

Both have a two year warranty and the Redarc has the extra features of broken wire detection, and outlets for remote lamp and buzzer fitting. Blackcat has a retail of \$220 incl. GST, P & H while the Redarc has a retail of \$176.50.

Both are a good investment when you consider motor replacement can be up to \$25G. The proof of their efficiency will be heard when they wish to advise us of low coolant. We'll keep you posted.



▲ Supplied Blackcat unit is a neat fit.