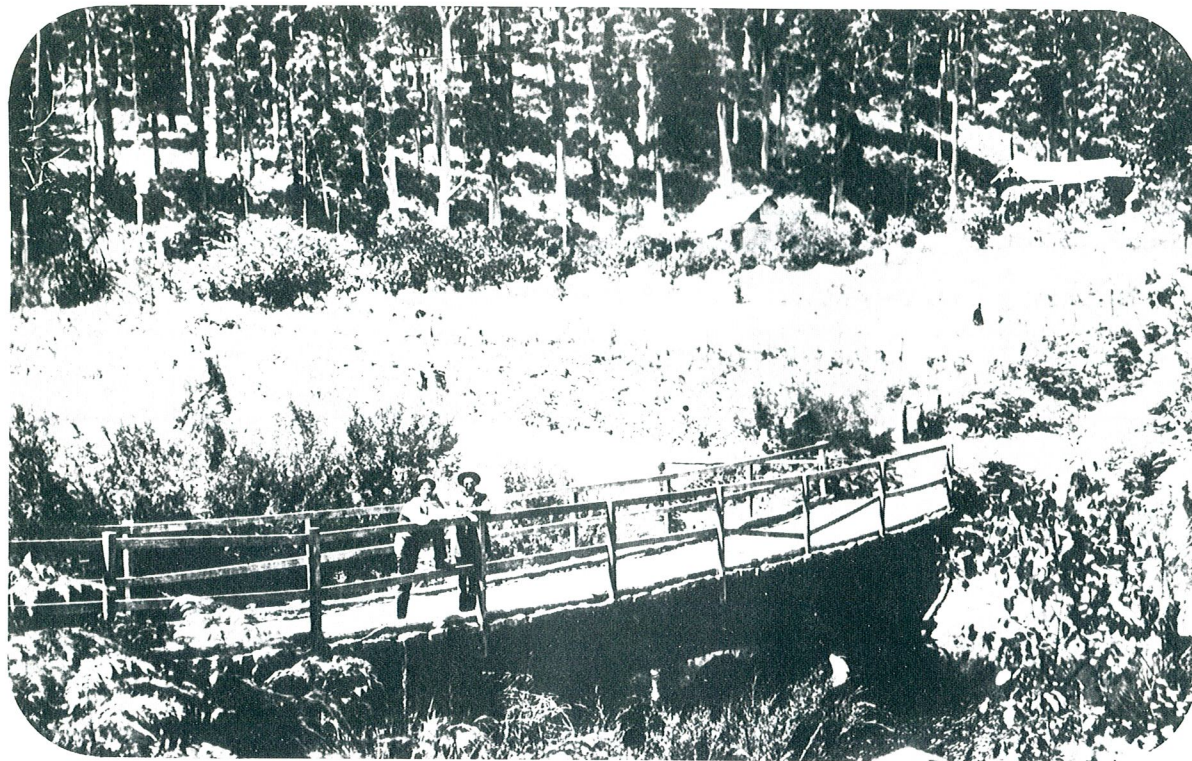


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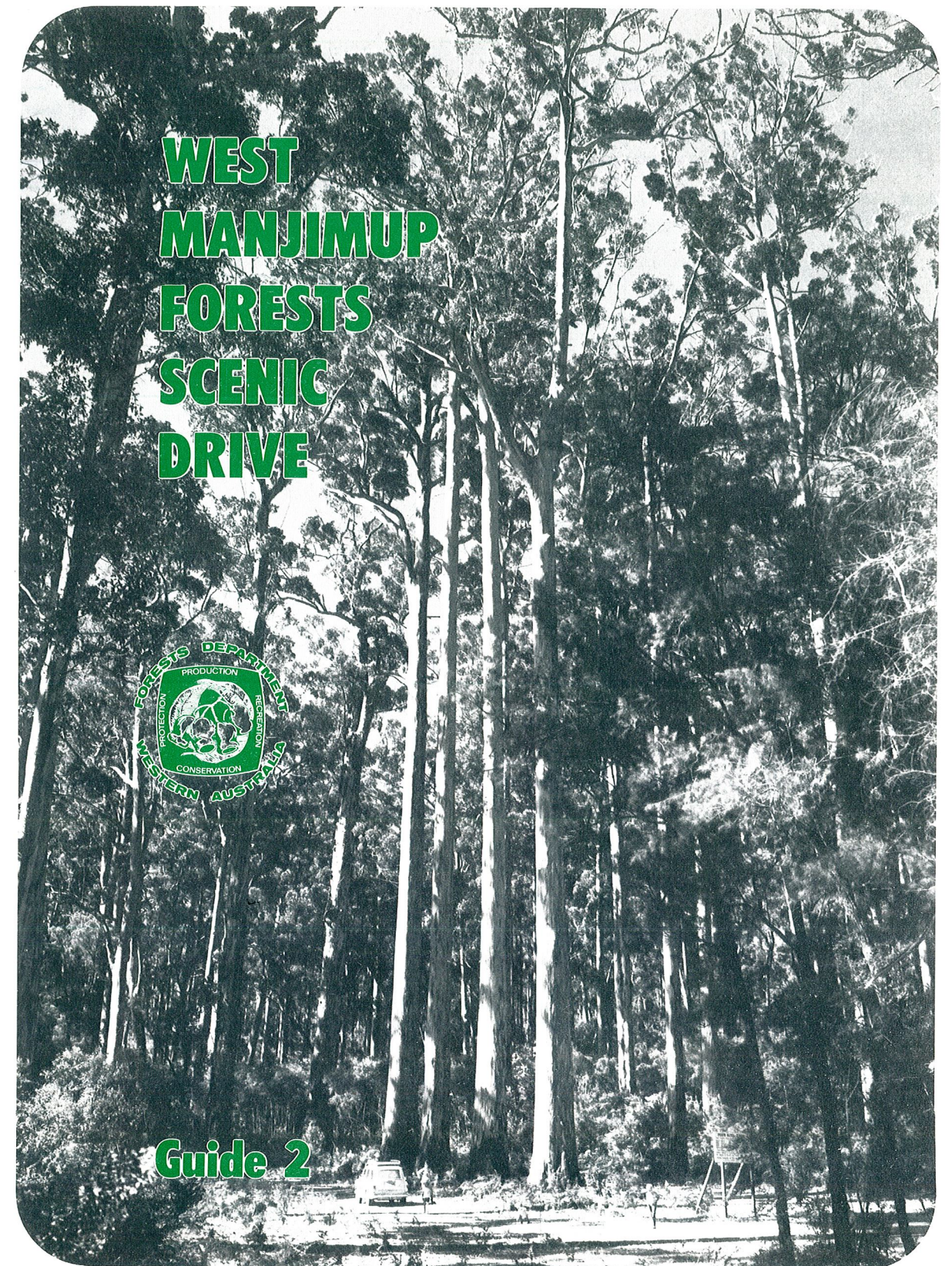
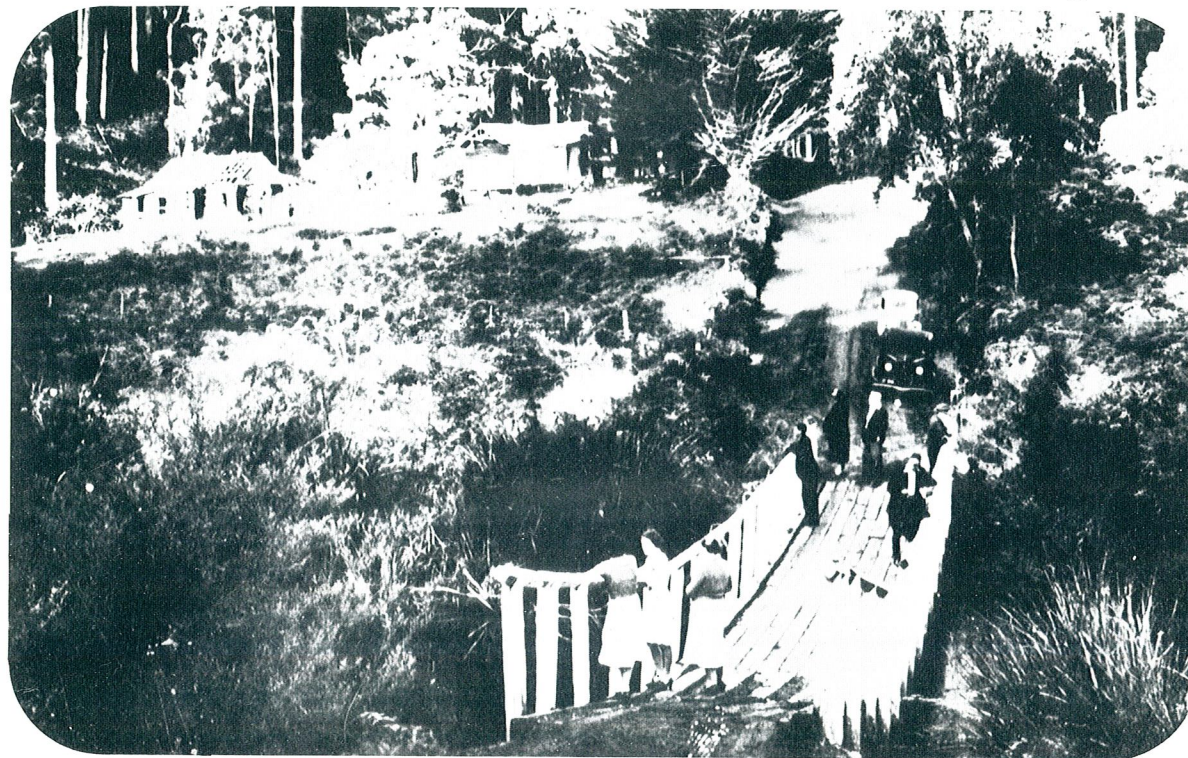
Department of Biodiversity,
Conservation and Attractions

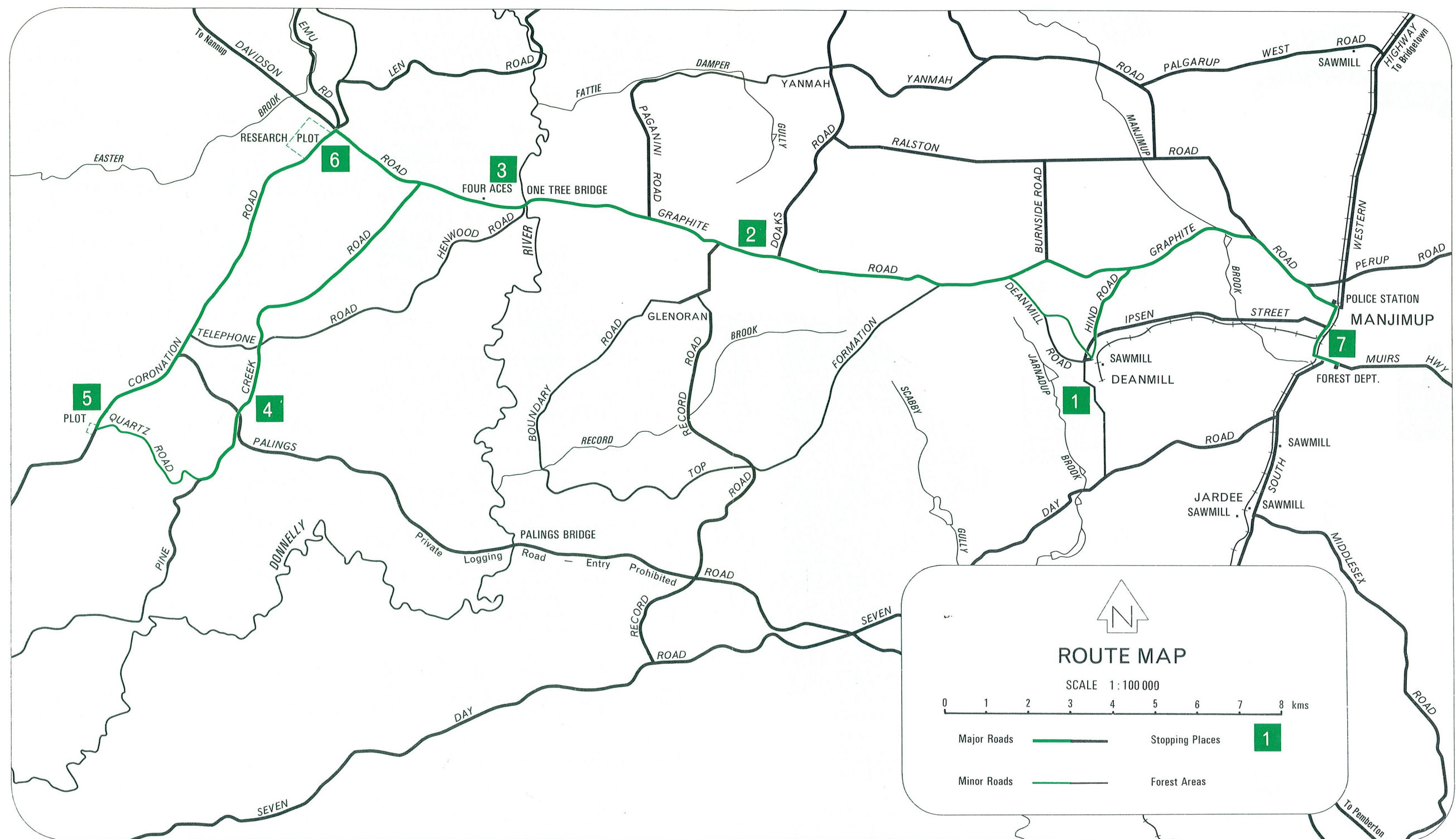
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One -tree bridge some time between 1904 and 1933.

The redecked and railed bridge shortly after 1933 (see Forest Focus No. 13 for brief history).





This is the second in a series of self-guiding tours produced by the Forests Department to help the independent motorised tourist learn about and enjoy the beautiful and productive forests for which the Manjimup region is well known.

These self-guiding tours have the advantage of allowing visitors to set their own pace and at the same time learn a little more of the forest ecology and social history of the district.

CAUTION: Before setting off on the tour it is as well to appreciate that some of the roads have loose gravel surfaces and are also used by heavily laden log trucks—so **DRIVE CAREFULLY**. During storms at any time of the year trees may drop branches or even blow down—to cause a traffic hazard. Similarly, the grey kangaroo (*Macropus fuliginosus*) is apt to cross the road without warning at any time of the day and especially near dawn and dusk.

In the peak summer period from mid-December to the end of March, visitors are urged to be very careful with camp fires, cigarettes and matches.

Stop 3 of this tour is equipped for picnics and barbecues.

Guide 2 is essentially an east-west circuit based on Manjimup. The tour includes several types of forest: pure karri, mixed karri and marri, and mixed jarrah and marri.

Due to possible damage by fires and vehicles, and obscuring by forest regrowth, stopping place markers may not always be easy to find. However, the sites are usually fairly well defined by the text in this pamphlet. To some extent also, the tour offers a challenge to the driver to find the places marked by using map-reading skills.

This tour begins near the Manjimup Police Station and then leads west towards Nannup along Mount Street, and then onto Graphite Road. At about three kilometres take the left fork where the finger post points to Nannup. Turn left to Deanmill at six kilometres from the start point.

Stopping
Place No. **1**

There are many sawmills near Manjimup, and one of them—Bunnings Deanmill—was built

about 1918, and currently employs some 80 men. The mill, and the small company town associated with it, is an appropriate first stopping place.

The early timber-getters of the “deep south”, as the karri region is sometimes called, were the explorer-pioneers and cattlemen who opened up the district.

Deanmill, like Pemberton, was originally a State sawmill established by the Government to cut railway sleepers for the trans-Australian line. The mill has operated continuously for nearly 60 years. A new modern mill has recently been constructed near the old one, and is of particular interest through having no solid waste disposal system—all wood wastes will go to the Diamond chipmill.

The houses still reflect the original designs for forest housing, and provide visual proof of the durability of jarrah as a building material.

The annual output from Deanmill is 20,000 cubic metres of sawn timber, valued at over \$2.5 million.

Consideration is being given to converting the old mill into a museum, so that visitors can study the methods of hardwood sawmilling without the din, dust and danger of an active mill.

Turn north onto the gravel road past the tennis courts and, after three kilometres, turn left onto Graphite Road again, heading west towards Donnelly River.

Stopping
Place No. **2**

Stop about nine kilometres after rejoining Graphite Road at any convenient and safe place to observe a vista of farms and orchards. There are apple orchards, beef cattle, potato crops and a few relic kilns from the now defunct tobacco industry. Most of this farm land was once high forest of karri, jarrah and marri, but was ring-barked, cut down or burnt to provide resettlement of World War I veterans and British migrants, during the contentious Group Settlement Scheme of the 1920's. For further information on this scheme see forest tour guide 1—Pemberton Forests.



Log bridge to Deadman's Trail, upstream from One-tree bridge on the Donnelly River.

Tobacco growing began during World War II to offset the war-caused shortages of American tobacco. The industry went out of production in 1962, and the tall asbestos buildings that can still be seen were the tobacco drying kilns.

Stopping
Place No. 3

About 12 kilometres from Deanmill, Graphite Road slopes down to the Donnelly River valley and One Tree Bridge.

The bitumen road ends just short of the bridge, so drive carefully as you commence the gravel section of the road.

As the gravel begins, there is an interesting vista to the right, where a visitor can look across pasture to a hillside of magnificent virgin karri forest.

After crossing the bridge, turn in to the parking area provided. Here there are picnic facilities, information boards and the reconstructed original One Tree Bridge.

Drive or walk along the river and follow the signs to the Four Aces. These four magnificent karri trees are an impressive sight. The occurrence of trees in a line like these is not uncommon. They are the result of seedlings that germinate in the ashes of a burnt out tree. However, rarely do so many trees in the line develop in like manner.

Although the Four Aces and nearby karri stands are accepted as virgin forest, they, like all the forests have been regenerated time and again before European settlement. Most virgin karri forests tend to be even-aged (all trees about the same age) having originated after some catastrophe such as wildfire, in the past.

Turn right when rejoining Graphite Road, proceed west for 1.5 kilometres and turn left (south) at Pine Creek Road.

Stopping
Place No. 4

Pine Creek Road passes through mixed jarrah-marri forest for about four kilometres then

enters karri forest that was selectively cut in 1964. Regeneration has been achieved in the larger gaps created by the removal of the over mature trees.

Since 1967 karri silviculture has changed, reverting to a clear felling with seed trees system. The main advantages of this are better regeneration—the result of following more closely the natural processes, simplified management and fire protection, and the more efficient extraction of logs both in present and future logging.

Great care is taken to select the biggest and best specimens as seed trees. Three or four trees are retained on each hectare, and when seed is ripe, the whole area is burnt to suppress scrub species and provide an ash seedbed. To determine ripeness of the seed, samples are collected from seed trees by shooting down branches with a high powered rifle. The warmth from the fire helps seed shed, which commences two or three days after the burn and lasts about two months. This regeneration burning procedure follows closely the natural pattern of regeneration in the karri forest community where fires following lightning strikes bring about the regeneration of a new forest.

About 1.5 kilometres beyond the junction of Telephone and Pine Creek Roads, on the right, is a stand of 1967 karri regeneration.

Up to 75,000 seedlings a hectare can germinate, but karri has the ability to “thin” itself. Dominant trees race ahead of their competitors in height and develop a large crown and root system that deprives neighbouring seedlings of light, soil nutrients and space.

Stopping
Place No. 5

Proceed further along Pine Creek Road, taking care when crossing the major log road.

GIVE WAY TO LOG TRUCKS!

Proceed straight across to the lower track that runs parallel with the log road. (For safety reasons, public traffic must not use the log road.)

On the right is an area which was burnt for re-

generation in March, 1976. One kilometre from the log road crossing there is an extensive thinning trial on the left. Thinning trials are used to determine optimum spacing between trees for different aged forests.

Just prior to reaching Quartz Road is an area to the left where seed trees have been selected in advance of logging. The seed trees are marked with yellow bands of paint around the trunks. All other trees in this sample area, both marri and karri, will be cut for either saw logs or chip logs, and then later will be treated with fire to produce another karri and marri forest.

Proceed along Quartz Road through the karri regeneration of 1967 where the dense crop can be seen to have commenced the natural thinning process.

Three kilometres along Quartz Road is Coronation Road and stopping place 5.

Be on the lookout for log trucks when entering Coronation Road.

On the right as the traveller enters Coronation Road is a wooden structure made of logs. A number of similar structures will be seen on tour either as a bush “landing” where logs were collected for loading, or, as in the case of this one, at gravel “borrow” pits. The former type is a loading ramp used when bulldozer blades pushed logs onto the haulage truck. The latter type commonly known as a “Chinaman” was a log and earth ramp for pushing soil, sand or gravel onto a tip truck. The introduction of front-end loaders and rubber tyred loaders has rendered these structures obsolete in recent years.

The plot at this point typifies the large number of plots elsewhere in State Forests and was established to assess the growth potential of exotic (non Western Australian) tree species.

The plot includes pines, eucalypts and other species.

Turn right onto Coronation Road and drive straight ahead for nine kilometres. Do NOT take any side tracks. Travel slowly because log trucks may be using this road.

Stopping
Place No. 6

This demonstration area was established in 1968 to illustrate a number of different management options for this type of marri dominant forest after heavy selection cutting for jarrah sawlogs and marri chiplogs.

Since 1968 some additional planting of pines and eucalypts has taken place in this particular area, as has some direct seeding (spot sowing) of eucalypts.

The regeneration and regrowth from stumps (coppice) of marri, in particular, now complicates results of the treatments. None of these options visible from Coronation Road is favoured by the Forests Department. Current management in this type of forest is designed to make use of natural jarrah and marri regrowth to restock cut-over forests.

Proceed further along Coronation Road, turn right at Davidson Road and head back towards Manjimup via One Tree Bridge.

As the road heads east the marri dominant mixed marri and jarrah forest of the upland soils is gradually replaced by bullich (in swamps) and then by karri in the broad valleys with their reddish sandy loam soils.

A few excellent examples of the high roofed fibrolite tobacco kilns will be seen on the left about ten kilometres past One Tree Bridge.

Stopping
Place No. 7

FORESTS DEPARTMENT ARBORETUM
Most visitors would find a walk through this small area containing species of a large number of exotic trees most interesting. All species are name-tagged.

Guide 2 concludes on the return to Manjimup. The Forests Department hopes that you have found the tour both interesting and enjoyable and suggests that Guide 3 (including the Lefroy Plot) and Guide 1 (Pemberton Forests) are also worth investigation.