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Department of Biodiversity,  
Conservation and Attractions

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Department of  
**Environment and Conservation**

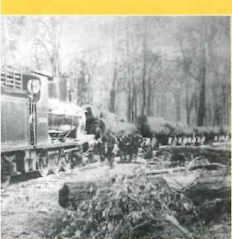
*Our environment, our future*







**St John Brook Bridge**  
You are now crossing St John Brook which joins the Blackwood River downstream. The old railway bridge is 80m long and was built by hand from local jarrah timber in 1909.



timber from Barrabup Mill would fill one steaming on to Busselton round this site as the remains of the tank and other buildings can still be

### LEGEND

- Sidings Rail Trail
- Old Timberline Trail
- Sealed Road, two or more lanes
- Sealed Road, one lane
- Unsealed Road, two or more lanes
- Unsealed Road, one lane
- Vehicle Track
- Public access restricted
- Vehicle Access
- Recreation Point
- Rock Outcrop
- Disease Risk Area Boundary
- Plantations managed by Forest Products Commission

### Lands managed by the Department of Environment and Conservation

- National Park
- Conservation Park
- State Forest

NOTE: Managed lands contain existing tenure as at June 2007 and proposed tenure as shown in the Forest Management Plan 2004-2013.

- Private Property, Unallocated Crown Land & Other Reserves

Disclaimer: Great care has been taken to ensure the accuracy of information on this map, however, changes may occur and information can become out of date. The publishers accept no responsibility for loss, damage or inconvenience caused by errors and omissions.

SCALE 1 : 60 000



Horizontal Datum: Geocentric Datum of Australia 1994 (GDA94)  
Map Projection: Universal Mercator adopting the Map Grid of Australia (MGA) CM 117° Zone 50



**Bibilup and Dellerton Sidings**  
Bibilup and Dellerton were places where local timber was loaded onto trains bound for the nearby mills and Busselton jetty on the coast.

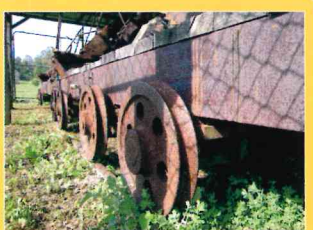
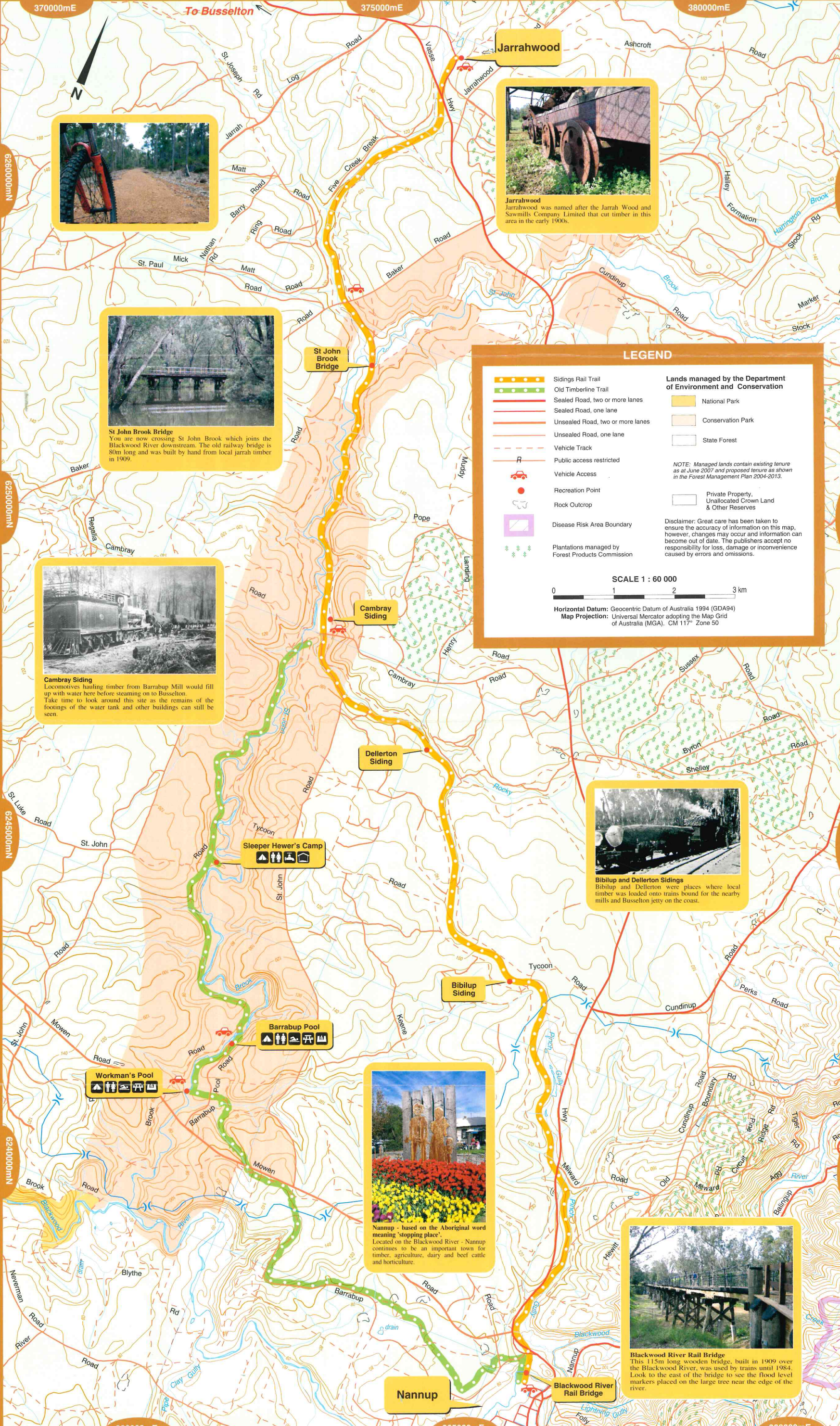


**Nannup** - based on the Aboriginal word meaning 'stopping place'. Located on the Blackwood River - Nannup continues to be an important town for timber, agriculture, dairy and beef cattle and horticulture.

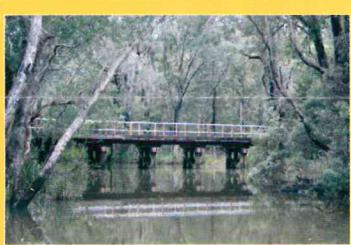


**Blackwood River Rail Bridge**  
This 115m long wooden bridge, built in 1909 over the Blackwood River, was used by trains until 1984. Look to the east of the bridge to see the flood level markers placed on the large tree near the edge of the river.





**Jarrahwood**  
Jarrahwood was named after the Jarrah Wood and Sawmills Company Limited that cut timber in this area in the early 1900s.



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**Cambray Siding**  
Locomotives hauling timber from Barrabup Mill would fill up with water here before steaming on to Busselton. Take time to look around this site as the remains of the footings of the water tank and other buildings can still be seen.



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## Sidings Rail Trail

**Distance: 26 km one way**  
Jarrahwood to Nannup



**Sharing the trail:** The Sidings Rail Trail is a dual-use trail for both cyclists and walkers. Please be courteous to other trail users.



This symbol indicates the trail is easy for most cyclists.



This symbol indicates a well defined trail with a gentle gradient for walkers.

### Looking back:

Noongar Aboriginal people have had an association with the Blackwood River basin for thousands of years.



Groups, speaking different dialects, followed their Dreaming trails (major travel routes) through the area and lived in harmony with the land.

When European settlers came to the Blackwood area in the late 1800s they established farms and small but busy settlements. Some people started dairy and beef farms, others harvested the forest for its jarrah and karri. Some of this timber was used locally but much of it was shipped overseas to Europe.

The Sidings Rail Trail follows a section of the railway line that was built between Nannup and Wonnerup in the early 1900s. Wood-fired steam trains transported the felled and cut timber to and from the Barrabup, Nannup and Jarrahwood mills and then to the coastal port of Busselton (44km north-west of Jarrahwood).

### Life along the tracks:

The area through which you will be travelling was a hive of activity in the early 1900s, with many small privately-owned railway lines weaving through the forest to the mills.

Hundreds of the workers at the timber mills lived in the towns of Jarrahwood and Nannup. However many involved with felling the timber and building the railway lines, lived in canvas tents and simple wooden shelters in the bush.



Jarrahwood was a very busy town in the timber days with two stores, two schools, a post office, butcher, dairy, bakery, many homes and a mill.

Nannup was established in the late 1860s and over the years had a post office, school, hotel and many homes. A new timber mill, which saw the closure of the nearby mill at Barrabup, was built in Nannup in 1925.

Today Jarrahwood and Nannup provide visitors with a great deal of historical information and artifacts regarding the once busy timber industry and its history.

### Where have all the sleepers gone?

Hundreds of wooden sleepers were cut by hand with broad axes and laid by crews working in all weathers with little shelter. Once set down the heavy sleepers were held in place with iron spikes.

The sleepers have now been removed from the trail but if you look around you will see evidence of this back-breaking work.



### Take a brake at the sidings - Cambray, Dellerton and Bibilup

As you travel along the Sidings Rail Trail you will pass three "sidings" (short branch lines off the main railway line) where the trains were loaded with timber and the engines were replenished with water for the journey to Busselton jetty.

Take a *brake* at the sidings, just as the engines and crews did, and listen for the sounds of the forest - old and new.



The nearby *Old Timberline Trail* (20km in length) and its informative signs, follows other old railways between Nannup, Barrabup Mill and Cambray Siding and provides you with a further insight into "life along the tracks".

Historical photographs kindly supplied by  
Nannup Historical Society



### Plan and Prepare

#### Have you...

- studied the Sidings Rail Trail map?
- planned your trip carefully?
- packed at least three litres of water per person for your trip?
- packed a hat/helmet, sunscreen and appropriate clothing for a range of weather conditions?
- told a responsible family member or friend of your plans?

#### If you are lost...

- stop.
- stay on the trail.
- check your position on your map and retrace your path.

### Emergency contacts:

Call Police on 000 (improved mobile phone coverage can sometimes be obtained on top of hills).

#### Wildfire emergency:

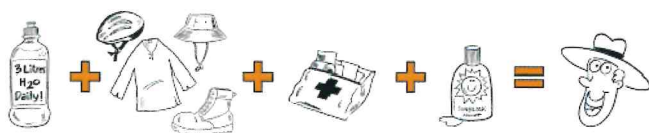
It is recommended that cyclists do not use the trail on days of very high or extreme fire danger.

If you are threatened by a wildfire:

- cover all exposed skin with natural fibres - wool or cotton.
- use any and every means to shield yourself from the radiated heat. If conditions become severe cover yourself with dirt or sand or take refuge as below.
- look for a barrier between yourself and the fire e.g. large rocks or logs or find refuge in deep wheel ruts, culverts, ponds, running streams or holes in the ground made by fallen trees.
- seek refuge and try to stay on bare or burnt ground e.g. gravel pits, clearings or roads.
- breathe air close to the ground, away from the smoke.
- conserve energy. Don't panic, avoid exhaustion and if you cannot ride, don't run unless absolutely necessary.

Remember, your safety is our concern,  
but your responsibility!





## Plan and Prepare

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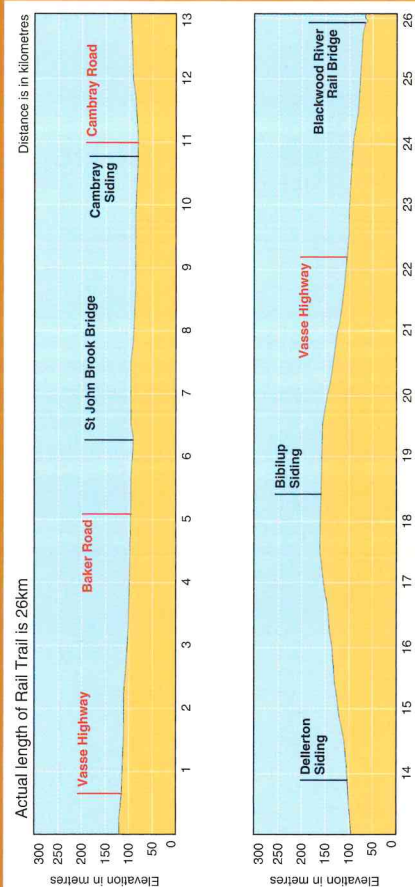
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## Distance Table

Vehicle Access	Location	Distances - Point to Point	Southbound - Cumulative
	Jarraahwood	0.0 km	0.0 km
	Vasse Highway	0.65	0.65
	Baker Road	4.43	5.08
	St John Brook Bridge	1.18	6.26
	Cambay Siding	4.50	10.76
	Cambay Road	0.21	10.97
	Dellerton Siding	2.86	13.83
	Bibilup Siding	4.54	18.37
	Vasse Highway	3.77	22.14
	Blackwood River Rail Bridge	3.72	25.86
	Nannup	0.14	26
			Distances - Point to Point
			Northbound - Cumulative
			0.0 km
			0.14
			3.86
			7.63
			12.17
			15.03
			15.24
			19.74
			20.92
			25.35
			26



## Jarraahwood to Nannup Rail Trail terrain profile



### PROFILE NOTES

1. A vertical exaggeration of 7.5 has been used to simulate the terrain - actual terrain is not as steep as shown
2. Horizontal scale on profile differs from that used on map
3. Scale of profiles is 1:120 000

## The 7 Principles Of Leave No Trace



### Plan ahead and prepare

- Always carry a map and understand how to read it.
- Ensure that someone at home know your itinerary.
- Do not rely on your mobile phone.
- Ride and walk to your ability and fitness level.
- Plan for extreme weather and emergencies.

### Travel and camp on durable surfaces

- Protect the trail from erosion by staying on the formed track. If cycling brake carefully and avoid skidding.
- Always use the designated campsites.
- Keep your tyres and boots mud-free to help prevent the spread of Phytophthora Dieback, the soil-borne water fungus which kills plants.

### Dispose of waste properly

- Take your rubbish home. Pack it in, pack it out.
- Where a toilet isn't available, bury human waste in a 20cm deep hole at 100m from a trail or stream.
- Pack out your toilet paper and hygiene products.

### Leave what you find

- Leave rocks, plants and other natural objects as you find them.
- Preserve the past: examine but do not touch cultural or historical structures and artifacts.

### Minimise fire risk and impacts

- Use only designated fire rings at campsites, keep fires small and only use dead and fallen sticks from the ground.
- Use fuel stoves for cooking and take warm clothing.

### Respect wildlife

- Do not feed native animals or birds.
- Observe wildlife from a distance. Don't approach or follow.

### Be considerate of your hosts and other visitors

- Be courteous to other trail users.
- Give plenty of warning and ring your bell before passing.
- Tune into the sounds of nature, keep noise on the trail to a minimum.

This project is proudly supported by



## For Further Information

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