

GUIDE TO THE BIBBULMUN BUSHWALKING TRACK



Prepared by officers of the Department of Conservation and Land Management Dr. Syd Shea, Executive Director Maps by the Mapping Branch Typesetting by Filmset Offset plates by Art Photo Engravers Pty. Ltd. Printed in Western Australia by the Government Printing Office

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INTRODUCTION

The Bibbulmun Track is a long distance walking track which now stretches from Kalamunda to the Shannon Townsite, southeast of Pemberton.

Bushwalking is a rapidly growing recreation activity, providing healthy exercise, relaxation and the chance to inspect forest vegetation and to encounter wildlife.

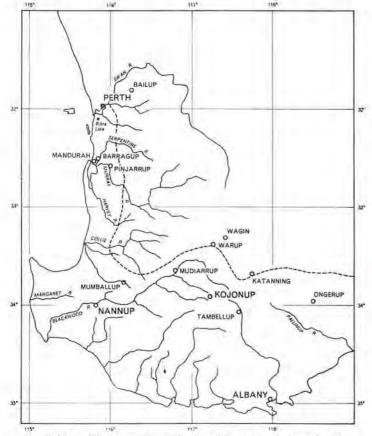
The approximately 530 km long track is named after aboriginal inhabitants of the area through which it passes. Jesse Hammond, in his book *Winjan's People*, refers to the aboriginal group which occupied the area to the south-west of the dotted line shown in Hammond's map.

The track name is derived from this distinct aboriginal language group known as the "Bibbulmun", who gave names to the places which have "-up" as their suffix—Dwellingup, Boyanup, Nannup, etc. These people often travelled long distances for tribal meetings and corroborees.

GEOLOGY

1

From Kalamunda to just north of Manjimup the track follows inland of the western edge of the ancient Western Australian plateau. This large plateau, which makes up most of the southern half of the state, has been lifted to a height of 300 to 500 m by geological forces acting over millions of years, and now forms the Darling Scarp along the western edge. The plateau surface is a gently undulating plain—levelled by millions of years of erosion before being uplifted. Rivers and streams running over the scarp have cut steep-sided valleys. With the exception of a few large rivers such as the Murray and Blackwood, these valleys do not extend far inland.



Sketch Map of the South-West. The dotted line marks the bounds of the territory in which all the place names end with "-up".

Redrawn from Winjan's People by Jesse Hammond (p. 22) by permission of the publisher, Imperial Printing Co. The ridges, which are part of the ancient plateau surface, are brown ironstone, or laterite, which yields bauxite ore, and is also the growing medium for forest trees in the region. The laterite was formed over millions of years by chemical breakdown of underlying granite in climatic conditions in which the iron and aluminium minerals were retained. Its depth varies, but is rarely greater than 6 m. Below the laterite is a zone of decomposing granite clays above undecomposed granite.

The shallow valleys of the old surface are broad and flat with sandy soils. Near the scarp young fertile soils, derived from the underlying granite and basic rocks, have formed on the valley floors and slopes. Because of this, steep valleys have frequently been cleared for agriculture.

Throughout the area there are numerous outcrops of granite and basic rocks—some of the more resistant of which remain as hills such as Mts. Dale and Solus.

VEGETATION

The south-western corner of the state has developed as a forested island for a long time, separated from the rest of the continent by the surrounding deserts. Slow genetic changes have taken place and unique species and complex plant communities have evolved that are adapted to the unusual soil types, harsh climate and ever-present factor of fire.

Along the scarp the track passes through the famous jarrah (*Eucalyptus marginata*) forest. Jarrah is usually associated with marri (*E. calophylla*) and is particularly well adapted to growing on the laterite ridges, although it is also found on sands and the fertile valley soils. A number of common understorey species are found in this forest: bull banksia (*Banksia grandis*), blackboy

(Xanthorrhoea preisii), and zamia palm (Macrozamia reidlei) to name a few. Countless species of wildflowers abound in the spring, while a few provide almost year-round flowers.

Along the water courses and creek flats are W.A. blackbutt (*E. patens*), flooded gum (*E. rudis*), white-barked bullich (*E. megacarpa*) and paper-barks (*Melaleuca*). In the more easterly country the white-barked wandoo (*E. wandoo*) will be encountered.

This plant community has developed in association with frequent fires. Many species, for example the banksias, grevilleas and hakeas, have woody "nuts" which normally require fire to open and release seed. Both jarrah and karri germinate best in the ashbed left on the forest floor after a fire. Jarrah (and some other species) grows a carrot-like root known as a lignotuber before it develops as a vigorous sapling. This adaptation ensures that the plant develops an extensive root system which is virtually indestructible by fire and which can supply the water necessary when the tree begins to grow vigorously. The seed of most wildflower species will germinate only after a fire and as most of these plants are relatively short-lived, fire is essential to a continuous wildflower display.

Although remarkably resistant to the effects of fire and summer drought, most of the plants in this community are highly susceptible to the effects of a disease known as "Jarrah Dieback", which causes the decline and death not only of jarrah, but several hundred other plant species. The disease is due to a tiny soil-borne fungus called *Phytophthora cinnamomi* which attacks fine feeder roots of susceptible species. The disease spreads by the transport of spores in infected soil. Apart from restricting the movement of mud or soil-covered vehicles from infected to healthy forest to prevent wide-spread distribution of spores, no means of economically controlling the disease is yet known. The Bibbulmun track passes many disease affected sites which have been planted with pines or resistant eucalypts. Areas affected by jarrah dieback can be detected by the presence of dead or dying jarrah trees, dying banksias and zamia palms and in severely affected areas, by the open nature of the forest.

From Manjimup southwards where the summers are milder, the track enters the majestic, white-barked karri (*E. diversicolor*) forest in the valleys of the main rivers and streams. On these moist, better quality sites there is often a luxuriant tangle of undergrowth, commonly of the soft-leaved hazel (*Trimalium*), netic (*Bossiaea*) and *Acacia urophylla*. Trailing vines, such as clematis, are common and there are many fascinating orchids, mosses, ferns and fungi on the forest floor.

Forests are not static, but grow from youth to maturity like all living things, and must regenerate. In some areas the forest is young and the trees compete vigorously as they grow to become forest giants. In the mature forest the massive, slower growing trees suppress the young growth until they eventually make way, through fire or logging, for another generation.

By understanding the ecology of the forests we can manage them wisely and work in harmony with nature to promote a healthy plant community and at the same time provide a permanent supply of raw material for our future needs.

ANIMALS AND BIRDS

Although the south-west region of the state has the richest fauna population, it also is the most densely settled area and as a result the natural habitat of many animal and bird species has been destroyed by clearing for agriculture. The preservation of fauna

habitats is more important in conservation than simply protecting individuals from killing. Fortunately, state forests, through which the Bibbulmun Track passes, constitute the largest area of undeveloped land in the South-West and have an unusually rich animal and bird population. One-third of the mammals known to occur in the state are found in these forests, which occupy only 0.72 per cent of the state's area.

Most of the native animals are shy and nocturnal, and so are rarely seen, making the forest seem deceptively deserted. The best way to see them is with a powerful spotlight at night, when they are active, to pick up the light of their eyes and then binoculars to observe them closely. Kangaroos, wallabies and many other animals are particularly active at sundown and rest in dense scrub during the heat of the day.

The wandoo forest is particularly rich in fauna, especially possums, numbats and tammars. Swamps in the jarrah forest are the habitat of quokkas, mardos and other small marsupials. In the karri forest the southern bush rat, the small mouse-like common dunnart, and where perennial water occurs the water rat may be found. Throughout the whole forest area kangaroos and wallabies are extremely common and the occasional emu may also be seen.

Most larger native animals are herbivores, but the smaller marsupials are frequently carnivores and live on large quantities of grubs and insects. They are generally frugal users of water obtaining much of their requirements from the vegetation and resting during the heat of the day. Many have fascinating habits. The pigmy possum, which lives on insects and nectar, and often hides in blackboys, under bark or in tree holes, can lower its body temperature and go into a sort of hibernation to conserve its resources when times are hard.

The jarrah and karri forests also have rich bird populations there are over 80 different species in the Dwellingup area alone. Each species has its habitat requirements. Quails and warblers, for example, require dense undergrowth, while parrots and cockatoos require holes in trees.

To those interested in nature study and the freedom of the outdoors, the Bibbulmun Bushwalking Track, with its variety of stages, will provide both challenge and relaxation.

ACKNOWLEDGEMENTS

The idea of a long distance walking track in Western Australia was first suggested by members of bushwalking groups in 1972. A number of organisations, particularly those mentioned below, have given invaluable assistance and constructive criticism in the selection and description of the Bibbulmun Track.

> Perth Bushwalkers Western Walking Club Youth Hostels Association Scout Association of Australia (W.A. Division) The Speleological Research Group of W.A.

• The route of the track is shown on a series of maps which is arranged in order from north to south. Each map has a number and the index to the location of the maps is shown on the key map on page 17.

USING THIS GUIDE BOOK

• Along with each map is a description of the route by stages between points designated by alphabetical letters. For example, on Map 5 there are Stages 5A to 5B, 5B to 5C and so on. This description will enable you to select the section you wish to walk and it points out the most interesting features along the way.

• The scale of all maps is 1:100000 or 10 mm on the map equals 1 km on the ground. If you prefer, 1 in. on the map equals approximately 1.6 miles on the ground.

• All of the maps are oriented the same way with north to the top.

• Areas shaded green are water catchment areas or pine forests where the camping restrictions described in a later section apply.

• Forests Department reference trees are an invaluable aid to pinpoint your position in the forest. These trees in the forest are blazed and painted white. They are usually located beside forest tracks, quite often at a track junction.



• The grid squares on each map are designated by letters from north to south and by numbers from west to east. Within each grid square, reference trees are numbered consecutively 1, 2, 3 and so on. The example above is the first reference tree in grid square CM 59 and can be located near the track on Map 7 not far from Del Park Road. An index to map symbols follows:

7

Camping restricted

Permanent drinking water
WESTRAIL
Westrail or M.T.T. transport route
Point accessible by car

Points of access to the Bibbulmun Track where it crosses or follows roads trafficable by car are marked by the signs shown:

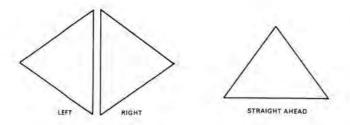


TRACK SIGNS AND MARKERS

The large sign will be found where the track crosses main sealed roads and the smaller sign marks where the track crosses minor roads that are accessible by car.

Along the track the yellow signs shown below indicate the route. The orientation of the triangular markers will show the way you should go at track junctions or when the route changes direction.



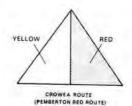


The markers have been placed on trees or posts generally at a height of 3 m (10 ft.) and spaced at intervals depending upon the difficulty of navitation. Where the track passes through the bush

the next tag can usually be seen from the previous one but where the route follows an existing track the tags are spaced at greater distances since they serve only to reassure the walker that he is on Pemberton

Eastbrook Route	9.9 km
Crowea Route	37.0 km
Warren Route	67.4 km

Each circuit route is marked by tags of a distinctive colour as shown. When more than one circuit route follows a common path the tag of each route is displayed.



CIRCUIT ROUTES

For walkers who wish to start and finish a walk at the same point, eight circuit routes are available.

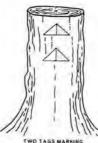
Dwellingup

the right route.

Murray Route 32.1 km

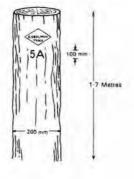
Collie

Sika Route	9.4 km
Lennard Route	24·3 km
Tynedale Route	39.8 km
Noggerup Connection	88.0 km (not separately marked)



THE PATH OF TWO ROUTES

The point at the end of each stage is marked by a large post shown below.



10

Occasionally the track may be re-routed to pass through better scenery or to avoid some undesirable feature. Such detours will usually be marked, but if the route shown and described in this guide is not the same as that indicated by the markers in the forest, follow the markers and you will soon rejoin the described route.

See pages 74 to 111 for maps and descriptions of Circuit Routes.

FIRE, CAMPING AND WATER

FIRE

Uncontrolled fires are destructive and can endanger both life and property, so be extremely careful with fire, especially during the summer months.

The Bush Fires Act states that camp fires may be lit between 1 October and 31 May only under the following conditions:

- An area within a radius of 3 m from the fire must be cleared of all inflammable material and the fire must be at least this distance from a log or stump.
- The fire must not be lit within 6 m of a standing tree whether living or dead.
- The fire must be completely extinguished by the application of water or earth before leaving.

During the summer months it is wise to plan to light fires only where barbecue fire places have been provided, or use a solid fuel burner or take a thermos flask.

Be particularly careful in or near pine forests since they are highly inflammable. Smoking in pine forests is prohibited between 1 October and 31 May, while camping and cooking is prohibited at ALL times except in designated recreation areas.

On days of extreme fire danger the Act provides for a Total Ban on fires in the open air.

If you do see any fire burning unattended, please advise the local Forests Department or shire council office by whatever means available to you.

CAMPING

Throughout Western Australia camping is governed by the Caravans and Camp Regulations of the Public Health Act, that generally limit camping to registered caravan parks. Other (wild) camping is permitted subject to the following conditions:

- The use of the land is permitted by the owner or occupier of that land.
- There is not in force any by-law made by the shire council under the Local Government Act, 1960, prohibiting camping in that place.
- A nursance is not and will not be caused by a lack of or defective sanitary arrangements.
- The camp is occupied in that place for three nights or less.
- · There is no caravan park within a radius of 16 km.

It is known that "wild" camping occurs within state forest from time to time, but the Department does not intend to encourage this practice at the present time. There are, however, a number of alternatives for overnight accommodation along the Bibbulmun Track. There are existing Youth Hostels at Byford and Noggerup which are near the route, but are available only to Y.H.A. members. The Community Recreation Centre at Wellington (near Stage 15B) is likewise available by negotiation with the relevant authorities. There are established caravan parks at Waroona Dam, Logue Brook Dam, Collie, Donnybrook and Nannup, and hotels at Jarrahdale, Dwellingup, Waroona, Harvey, Collie, etc.

Camping is not permitted in areas shaded green-for catchment areas and pine plantations-or marked as recreation and picnic sites. Your attention is particularly drawn to this latter group where, although toilet facilities are sometimes provided, they are *not* camp sites.

These areas will be strictly policed.

WATER

Nearly all creeks and rivers along the track are dry for much of the year, especially in the northern part of the route. Permanent water points are marked on the maps but even at these places water should be boiled if used at all. The water points are relatively far apart and walkers must carry water at all times except mid-winter, and even then should carry some drinking water.

WATER CATCHMENT AREAS

Water is probably the scarcest basic resource in Western Australia and much of the northern portion of the track is within proclaimed watersheds. It is illegal to camp, shoot or fish in watersheds or pollute them.

From Section 1 to Section 12 (Kalamunda to east of Harvey) the track is mostly in water catchment forest, as indicated by the green shading on the maps, and therefore wild camping is illegal.

There are several specified preferred camping sites adjacent to the track, shown on Maps 2 and 3, which are off the catchments.

Dogs are not allowed in proclaimed water catchments.

HINTS FOR BUSHWALKERS

- * Walk in a party of three or more people for security.
- * Make sure you have adequate water. Remember most streams in the forest are not perennial.
- ☆ Wear strong comfortable walking shoes or preferably boots. Thick woollen socks provide maximum comfort.
- ☆ Take a light raincoat and spare jumper.
- ☆ A light comfortable rucksack or shoulder bag should be carried to keep all your things together and leave your hands free.
- Take a first aid kit; insect repellant is also advisable.
- ☆ It is a wise precaution to carry a compass. If you loose the trail go back to the point where you saw the last tag. Tags to guide people going the other way may be visible. If you are still unsuccessful there are numerous tracks in the forest and if you follow these in a systematic manner they must eventually lead to some habitation.
- * About 6 track logbooks will be located adjacent to the track. Please record the size and intentions of your party to assist us in monitoring track usage.
- * If you are making an extended walk, it is wise to notify friends or relatives of your estimated time of arrival.

BUSHWALKERS' CODE

- * Guard against all risk of fire.
- ☆ Leave no litter.
- # Fasten all gates.
- ☆ Keep vehicles on established tracks and do not enter quarantine areas.
- ☆ Camp away from gazetted water catchments.
- ☆ Protect wildlife and plants.
- ☆ Respect the rights of others.
- A Leave firearms at home.

PLANNING A WALK

The track has been selected to pass through a variety of countryside. The description will assist you to select the section which interests you.

To estimate the time required for a walk calculate the distance and allow at least an hour to cover 3 km, for although it is possible to travel faster remember that you may tire during the day, that you will need rest periods and that in many places the route goes through the bush or traverses steep, rugged terrain. Adjust your estimate depending upon:

- · The age and fitness of your party.
- The size of your party-larger groups travel more slowly.
- · The ruggedness of the terrain.

In general most people with some experience would find 23 to 30 km (15 to 18 miles) a long day's walk.

Access points which can be reached by car are marked on the map by a star symbol. Returning to your vehicle without retracing your steps is a difficult problem but the following are a few suggestions.

- Arrange for others to meet you at another access point then return to pick up your car. There are many delightful picnic sites on the route which they can enjoy, making this a pleasant outing.
- Two groups can start at opposite ends of a section, swapping cars to return.
- On the way to commence walking a section of the track leave a car at the proposed finish point and all go to the start point in one vehicle.

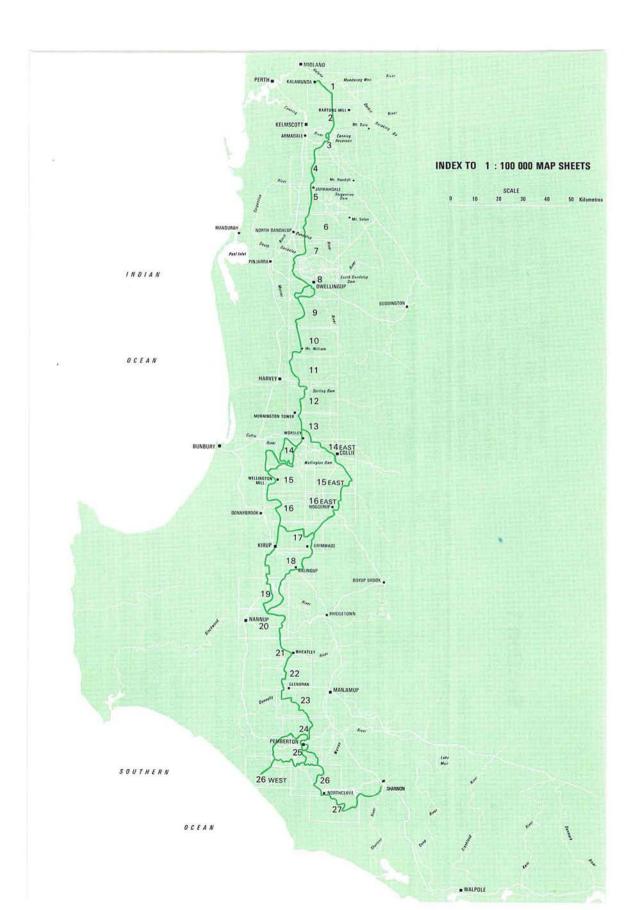
Points where the track crosses or passes near a public transport route are marked "Westrail" or "M.T.T." on the maps.

For details of timetables and fares contact:

Westrail, West Parade, East Perth, 6000. Telephone 326 2811.

Metropolitan Passenger Transport Trust, 10 Adelaide Terrace, Perth, 6000. Telephone 325 8511. Depending on the size of your group it is worth investigating the cost of taxis or hire cars to one or both ends of the walk. Taxis offer immediate service and will normally take five people which makes the cost per person fairly reasonable for even a considerable distance.

Walkers should not assume they will find overnight accommodation at hostels along the track. As the situation changes from time to time, intending walkers should firstly check that accommodation still exists or is available.



Stage 1A to 1B (6.5 km)

An easy amble down Spring Road brings you to the fringe of a National Park reserve; the track now follows a narrow, rough granite gully through an open wandoo/marri forest that in the spring has a wealth of native flowers.

After crossing Piesse Brook, climb around the contour of a granite hill dotted here and there with Christmas trees (*Nuytsia floribunda*). Near the top of this hill there is time to pause and regain breath while gazing at the blue water of the pipehead dam far below in the Helena Valley.

From here on, the land form changes to a section of the ancient plateau where the well-known jarrah tree thrives. The common blackboy is everywhere and will be so for most of the track. Other species can be observed—bull banksia, sheoak and snottygobble are the main trees of the understorey. The major stands of wandoo are left behind.

At approximately 4 km the track passes a mixed orchard on the left and enters state forest to continue on through the jarrah forest to cross the Mundaring Weir Road at Stage 1B.

Stage 1B to 1C (3·3 km)

Continue south-east and climb the slope to the top of Mt. Gungin, 411 m above sea-level.

Gungin has been the site of a Forests Department lookout tower since 1921. The present tower has the modern communication system of radio telephone while the first tower, now long demolished, relied on the flashing of a heliograph worked by an ex-signaller of the First World War. Communication was later replaced by a single line earth return bush telephone before giving way to radio. The new tower is manned intermittently in summer, since the bulk of detection is now done by spotter aircraft.

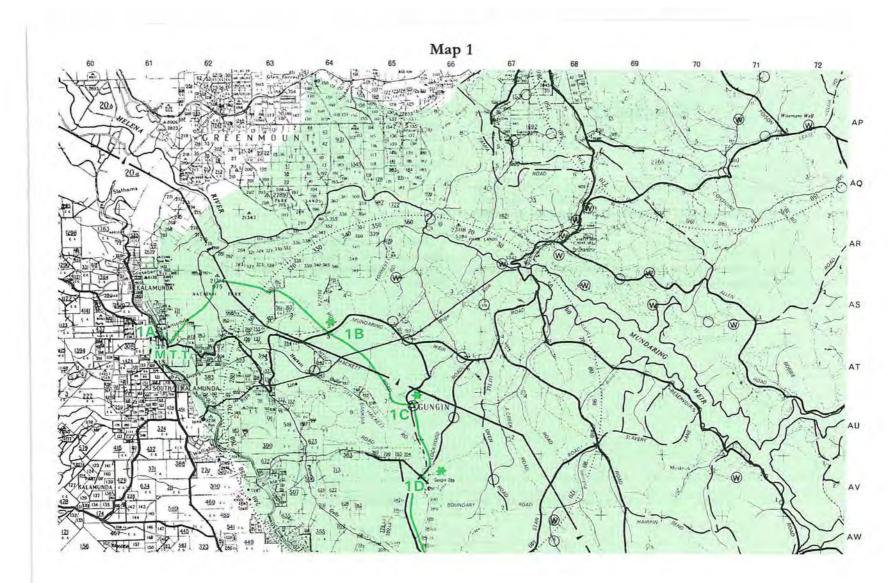
Stage 1C to 1D (1.8 km)

The track turns south from the guyed pole tower of Mt. Gungin, moving along the boundary of the Helena and lower Helena watersheds and west of the Bickley Astronomical Observatory (Stage 1D), that is open for inspection at 3 p.m. daily, except Saturdays. The observatory was moved from its site in King's Park Road and officially opened on 30 September, 1966. Instruments in use include a photographic refractor of 13 in, aperture (330 mm), the Hamburg Observatory's 7 in. (178 mm) meridian transit telescope, the Lowell 24 in. (710 mm) reflector and a 16 in. (407 mm) reflector constructed by the Physics Department of the University of Western Australia.

The high quality jarrah forest in this area was cut-over for logs before 1900.

Stage 1D to 2A (3.6 km)

From the Observatory road the track passes a number of orchards that were pioneered by Italian migrants in the 1930s and who developed the attractive village of Carilla which is Stage 2A.



Stage 2A to 2B (4.0 km)

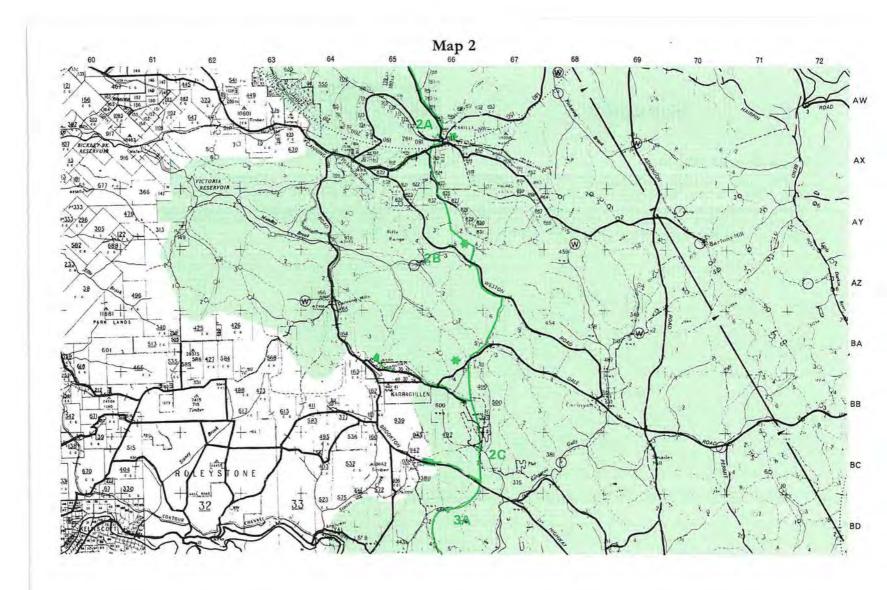
The track goes through the town of Carilla and turns south into open forest land mixed with more orchards of apple and stone fruit, through good jarrah forest to Stage 2B on Weston Road.

Stage 2B to 2C (6.0 km)

To the north-west lie the Pickering Brook Sport, Golf and Rifle Clubs and good road access from Perth. Follow Weston Road in a south-easterly direction until reaching reference tree AZ 67 1 (about 2 km) and turn southerly down a track to Dale Road (Carinyah-Karragullen road). Proceed south-west along Dale Road for about 400 m and turn south along the western side of the Illawarra Orchards (one of the biggest in this part of the Darling Range and the first in W.A. to install cool storage) to Stage 2C.

Stage 2C to 3A (2.4 km)

Follow the old railway formation south and be careful crossing the busy Brookton Highway, then swing south-west along Corner Brook to Stage 3A—a farm now owned by the Metropolitan Water Board.

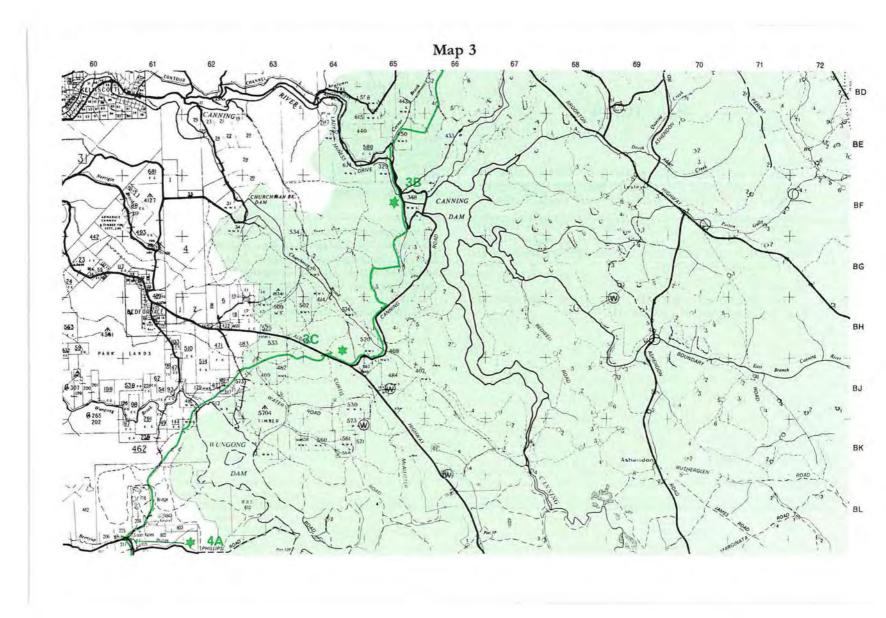


Stage 3A to 3C (13.0 km)

From Stage 3A, swing south-west into the lower Canning River Valley and cross the river to Stage 3B on Lady McNess Drive. A large stone fireplace situated on the spur overlooking the river is a pleasant place for lunch or an evening meal. The track continues along Lady McNess Drive south to the hairpin bend, and then follows forest tracks south and west to join up with Canning Dam Road. Follow the track southwards to its junction with the Albany Highway and then west to Curtis Road and Stage 3C, about 11.5 km from the town of Armadale.

Stage 3C to 4A (90 km)

From Albany Highway the track continues in a westerly direction along bush tracks before joining Springfield Road. Continue downhill and cross Wungong Brook at the dam wall. From this point, the track heads south-west to its junction with Nettleton Road and Stage 4A.



Stage 4A to 4B (8:0 km)

Continue in a southerly direction along Nettleton Road for 3.5 km before turning west along a gravel track which leads to Location 871. From this point, the track heads southwards to Manjedal Drive and the entry to the Scout Association's Manjedal Training Centre. Although this centre is regularly used by Scout and Cub groups, there is a resident warden [Tel.: (095) 25 1210] with whom amicable camping arrangements may be possible at Stage 4B.

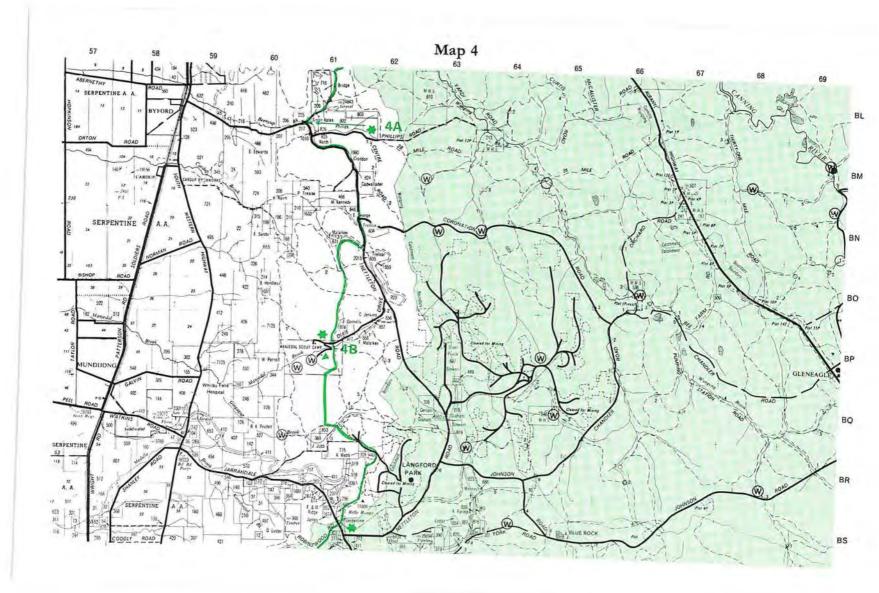
Stage 4B to 5A (7.3 km)

From the entrance to Manjedal, follow forest tracks south and east to the boundary of Location 443.

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A short detour east along a former bauxite mining haul road will take you into Langford Park picnic site. This was the site of Western Australia's first commercial bauxite mining operation which commenced in 1963. Top soil has been replaced on the mine floor and the Forests Department has experimentally planted a large variety of trees to re-forest the mine. In late 1973, the mining company, Alcoa of Australia, developed Langford Park with additional landscaping, coin-operated barbecues, toilets, etc., for public use.

The main track turns to the south-west and crosses the Westrail line linking the mining operations with the Kwinana refinery. The line closely follows the original railway formation from the Millars Timber & Trading Company mill at Jarrahdale to the state's main port of the time, Rockingham, in the late 1800s. The track then crosses the Jarrahdale Road, joins Robinswood Road and continues south to Gooralong Brook, to Stage 5A.

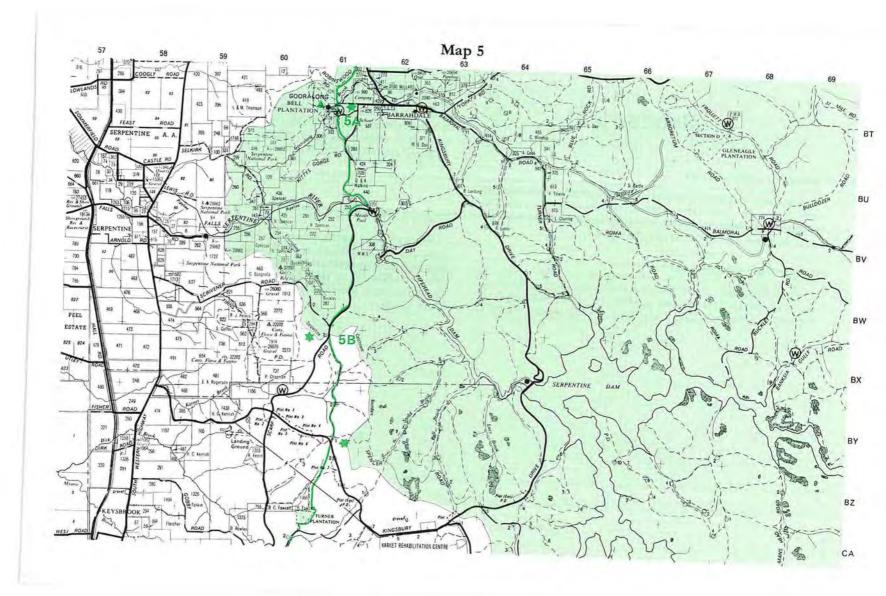


Stage 5A to 5B (8-1 km)

Stage 5A is alongside the Gooralong Brook, where land has been repurchased for the Metropolitan Water Board and a small plantation of radiata pines has been planted by the Forests Department. Also nearby are the remains of a water-powered flour mill that operated in the 1890s. The trench leading to the water-wheel and foundations of buildings are readily seen. This spot is sometimes known as "Bell's Plantation" after the one-time owner of the land. Small secondary walk tracks are sign-posted here. The track continues south into the Serpentine Valley, along private property boundaries, and crosses the river about 1.5 km below the pipehead dam at Mead's Pool. The route then climbs out of the valley to join Scarp Road and leads to Stage 5B at the junction of Scarp and Scrivener Roads, on the divide between the Serpentine and Karnet Brook watersheds.

Stage 5B to 6A (6:5 km)

The Bibbulmun leaves Scarp Road, and swings south-east into the upper valleys of Karnet Brook, then southwards again to cross Kingsbury Drive—the scenic road to Serpentine Dam. The Karnet Rehabilitation Centre starts about 1 km to the east of the Dirk Brook crossing, and walkers are cautioned to keep away from the centre.



Stage 6A to 6B (4.2km)

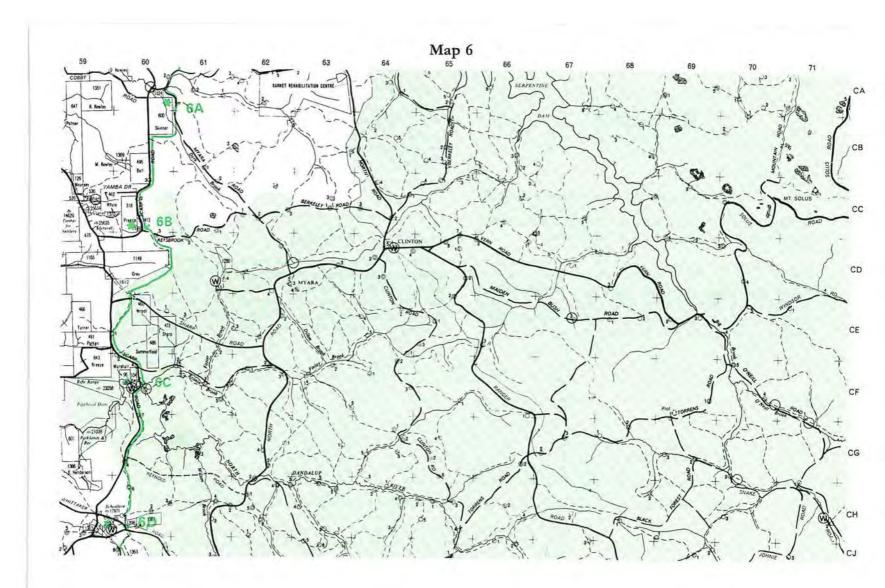
The track continues south along Myara Road before heading due west to join Scarp Road immediately south of Location 600. Continue south on Scarp Road to meet the Keysbrook-Berkeley road at reference tree CC 60 1, and Stage 6B.

Stage 6B to 6C (5'8 km)

From Keysbrook Road the track continues southwards, winding around small farm properties which occupy the better soils of the valleys before rejoining Scarp Road at reference tree CE 59 1. The track continues on to a water point, developed for fire fighting, in Kronin Brook near its confluence with the North Dandalup River. Eventually the small "pipehead" dam will be replaced by a larger North Dandalup Dam, at which time the track will be deviated to cross at the wall. It must be remembered that this section of the track is within a domestic water supply catchment.

Stage 6C to 6D (4·2 km)

The walk from Kronin Brook to an old Whittakers mill site is a little over 4 km through relatively high quality forest that was logged over a hundred years ago. There is reliable access along Whittaker Road from Stage 6D to the nearby settlement of North Dandalup where there is a shop and tavern. The return journey is about 12 km.



Stage 6D to 7A (4.5 km)

From the old mill site, the track continues south past a small farm into relatively undisturbed forest and the attractive valley of the Little Dandalup. Follow the track in a south-western direction to Stage 7A, situated at reference tree CL 60 4.

Stage 7A to 7B (2.0 km)

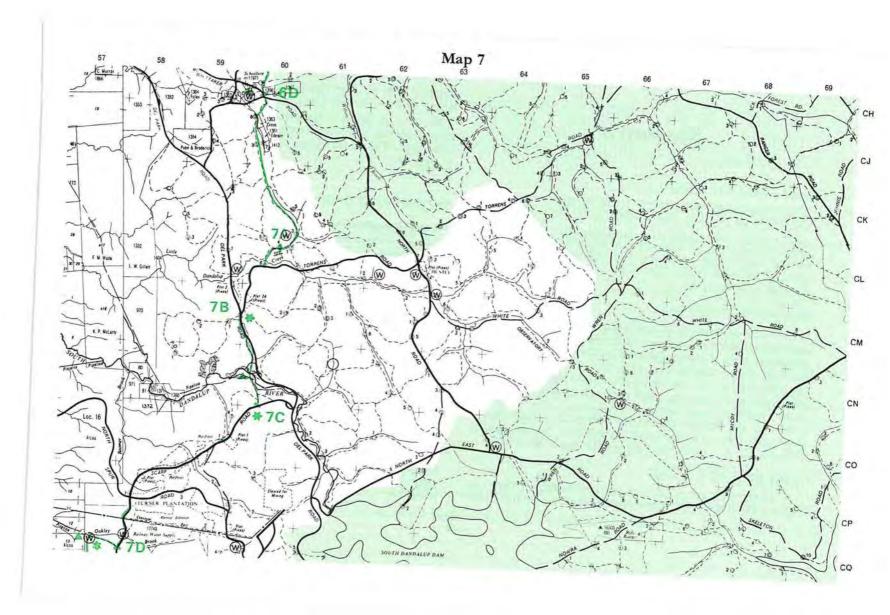
The track follows the Little Dandalup downstream before crossing it and joining Torrens Road on the southern side at reference tree CL 60 6. Continue south-west on Torrens Road to the junction of Del Park Road and Stage 7B.

Stage 7B to 7C (2.4 km)

Head south on Del Park Road for approximately 800 m before joining an unnamed track which descends into the South Dandalup River valley. From the river, the track climbs uphill over the South Dandalup Dam pipeline and rejoins Scarp Road at Stage 7C.

Stage 7C to 7D (5.8 km)

The track follows Scarp Road south and west through forest which has been severely infected by jarrah dieback. Proceed along Scarp Road, crossing North Spur Road and the conveyor line which carries bauxite ore from the Alcoa mine site to the alumina refinery on the coastal plain. From the conveyor, continue on for a further 750 m to the Oakley Dam turn-off.



Stage 7D to 8A (5.6 km)

Follow the track westward for 1 km to Oakley Dam, an attractive picnic area with a panoramic view of the coastal plain and the Alcoa alumina refinery. In earlier days, Oakley Dam supplied water for steam locomotives at Pinjarra. From the dam, the track heads southward along the scarp, through open forest and farmland, with many views of the coastal plain, and then continues on to Scarp Road.

Stage 8A to 8B (4.9 km)

The track continues south-east along Scarp Road, dropping away sharply with the escarpment, and providing excellent views of the coastal plain. Continue downhill to Marrinup Brook, noting the large granite outcrops and white-barked *Eucalyptus laeliae* along the way. To view Marrinup Falls, a small waterfall and rock pool suitable for swimming, follow the brook upstream for 400 m. From Marrinup Brook continue uphill along Scarp Road and cross over the Pinjarra-Dwellingup railway line. Leave Scarp Road, cross through a large gravel pit and then continue along a narrow forest track to the old deserted mill site of Marrinup.

Stage 8B to 8C (2.4 km)

From Marrinup head eastwards towards Dwellingup along the Pinjarra-Dwellingup railway line, passing through open forest and farmland. The Hotham Valley Tourist Railway Inc. was formed during 1974 to promote tourist use of this line.

At Stage 8C the track combines with the Dwellingup Circuit Route and you can either continue on to town or follow the route south. The return section of the Circuit Route is described on page 74.

Stage 8C to 8D (3.5 km)

Leave the railway line, pass through the bush on to Pinjarra Road and follow it west for 1 km to Tower Hill Road. Follow this road uphill past a V.H.F. radio relay station and along a narrow logging track through dense upland jarrah to Farley Road,

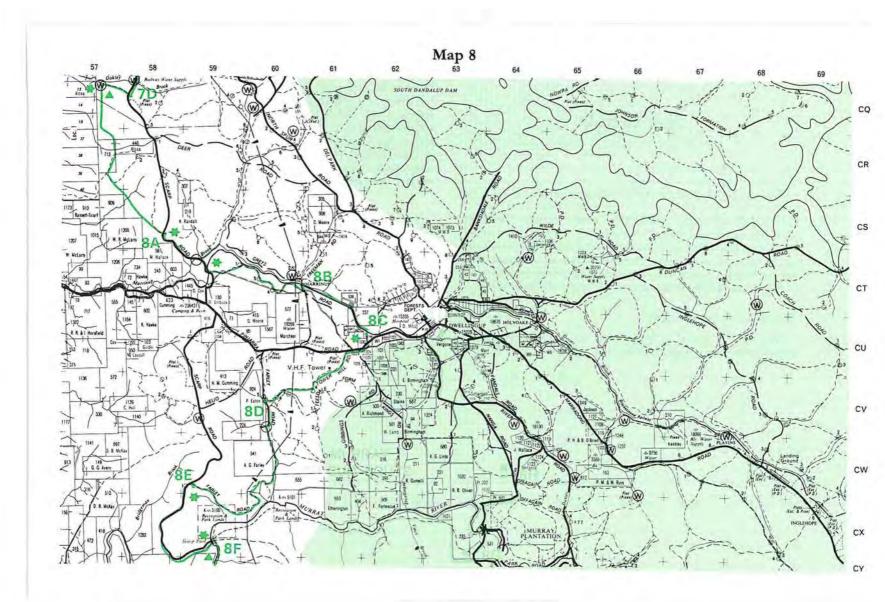
Stage 8D to 8E (5.7 km)

Continue south on Farley Road into the Murray Valley. The track winds along the edge of the valley and affords excellent views of the steep river country before joining Scarp Road. Please note that this portion of Scarp Road can be very busy at certain times of the year.

Stage 8E to 8F (3·3 km)

Proceed south along Scarp Road, noting the stand of virgin jarrah forest to the west of the track near reference tree CW 59 1. Further along Scarp Road there are scenic views of the coastal plain, before the track drops steeply down to the Scarp Pool picnic area and the Murray River.

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Stage 8F to 9A (8.6 km)

Cross the Murray River at Scarp Pool, but remember there is no bridge at this point and although it is easy to cross in summer it may be difficult or impossible in the winter months. The main route follows the east bank of the Murray, south along a small track, then leaves the river and follows the markers through the jarrah forest on to Cypress Formation around Location 480. Follow this formation to Waroona Road at reference tree DB 61 1.

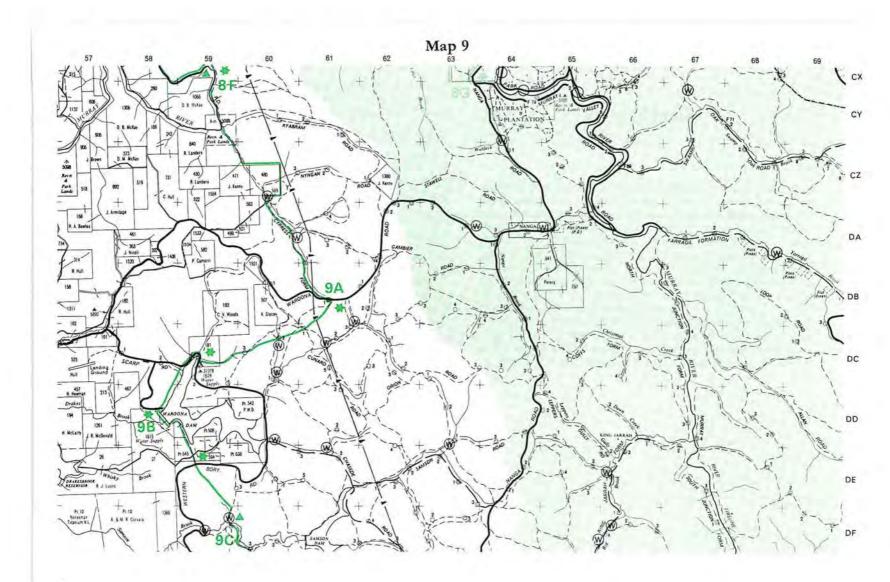
The Murray Route continues east from Stage 8F (see page 74).

Stage 9A to 9B (6.1 km)

From the junction of Cypress Formation and Waroona Road, travel south-west through the bush and continue on over Cunard Road to reference tree DC 60 2. Go north for 20 m before turning west across a bridge and travel through the bush, passing by reference tree DC 60 3, then follow the creek to Scarp Road. Follow this road around the headwaters of Waroona Dam and then follow a track to the caravan park and picnic area just north of the dam wall: Waroona Dam has a capacity of 14.9 million m³ and is used for irrigating areas on the coastal plain. It is therefore an ideal spot for camping.

Stage 9B to 9C (4·4 km)

Cross the dam wall, go through the forest in a south-easterly direction and, after meeting a track follow this south to Western Boundary Road. Cross this and follow the markers into the forest again. After a little more than 1 km a track continues south to the bridge across Samson Brook, which flows from the Samson Dam, the reservoir for Waroona. Follow this brook upstream to Stage 9C.



Stage 9C to 10A (6.1 km)

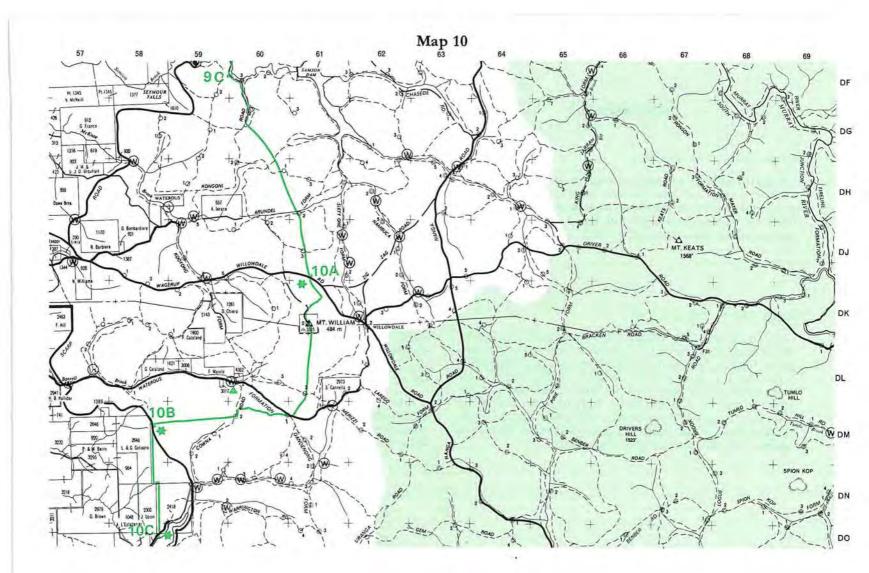
Continue on past reference tree DF 60 3 for a short distance, then go south along an old overgrown track for 1 km before going around the head of a gully, through the bush to reference tree DH 60 1. The high stumps in this area are relics of the time when trees were felled with axe and cross-cut saw. The trees were "pegged"—that is, a board for an axeman to stand on was inserted at right-angles in a niche in the trunk. This enabled him to make a cut above the swollen butt. Continue across tracks through the bush, crossing Arundel Formation near reference tree DH 61 2. This old railway formation was built around the turn of the century for steam locomotives which hauled logs to the Waterous Mill on McKnoe Brook, 3 km west of here. This mill was progressive in its dealings with its workers for those days, being one of the first to provide accommodation for its employees. Continue south past reference tree DJ 61 3 to the Wagerup-Willowdale road, an ideal access route from Wagerup on the South-West Highway, 14 km further west.

Stage TOA to 10B (8-1 km)

Leaving the Wagerup-Willowdale road go around the hill to Mt. William, elevation 483 m. Continue south through the scrub and forest for several kilometres to the junction of Dandenong and Waterous Formations. Follow the markers through the bush, down the western side of a pine plot to Cowna Road. Turn west along a track to Scarp Road and the farm on Location 2648.

Stage 10B to 10C (3·2 km)

Follow the fence-line south towards Logue Brook Dam, noting views of the coast on a clear day. After crossing a sealed road the route crosses the "Saddleback", a long wall built to contain the water in the reservoir at this low point. Stage 10C is at the south end of this wall.



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Stage 10C to 11A (2.9 km)

Logue Brook Dam provides for irrigation of the Yarloop and Cookernup areas and makes an ideal place for camping. There is a caravan park on the bank opposite the "Saddleback". Follow the northern bank of the dam from Stage 10C, then turn south across the main wall to Stage 11A.

Stage 11A to 11B (4'3 km)

The track joins the "Kangaroo Nature Walk" on Logue Brook Dam Road just south of the dam. Follow the blue and yellow markers in a semi-circle until you return to Blackburn Road. The blue arrows of the Kangaroo Nature Walk branch north and take you back to Logue Brook Dam Road and the yellow arrows of the Bibbulmun Track branch south along Blackburn Road. Follow the arrows south-east, then turn south at Clove Road. Cross over a bridge and follow the markers to reference tree DR 58 5 and on to Clarke Road.

Stage 11B to 11C (6.0 km)

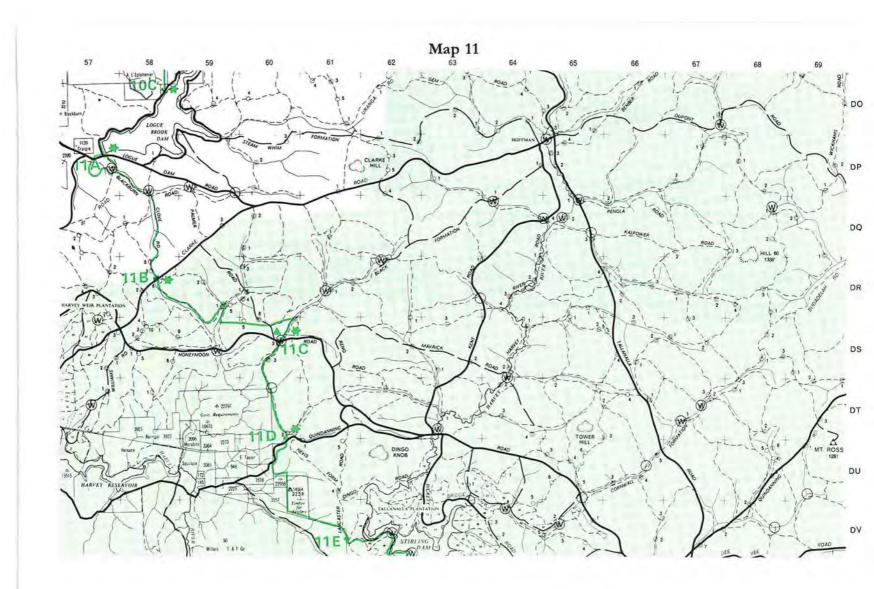
Cross Clarke Road and continue along a track to reference tree DR 59 1, where the route goes through the bush, across a creek to reference tree DR 59 5 on an old bush railway formation. Follow this track south, then east, through jarrah and river banksia country, across Palmer Road on to another formation; follow it until it branches. Take the right-hand fork down an overgrown track, across an old rickety bridge on to Black Formation and follow this south to Honeymoon Road. All these old formations were used by steam locomotives to haul logs to the mill before log trucks were introduced. The logs were loaded on to the "rakes" by steam winch that pulled them across a sloping "landing" beside the track. On some lines wooden rails were used instead of the usual metal ones.

Stage 11C to 11D (3.0 km)

Travel south on Black Formation from Honeymoon Road to the Quindanning Road and notice the small white-barked *Eucalyptus laeliae* and the black gins (*Kingia australis*) which look like blackboys. Stage 11D is near reference tree DT 60 2.

Stage 11D to 11E (4:6 km)

After crossing the Quindanning Road, a main route from Harvey, the track parallels the road for I km until reaching a farm, then follows the fence-line south and east to Lancaster Road. Travel south to the Tallanalla Plantation and Stage 11E.



Stage 11E to 12A (5-7 km)

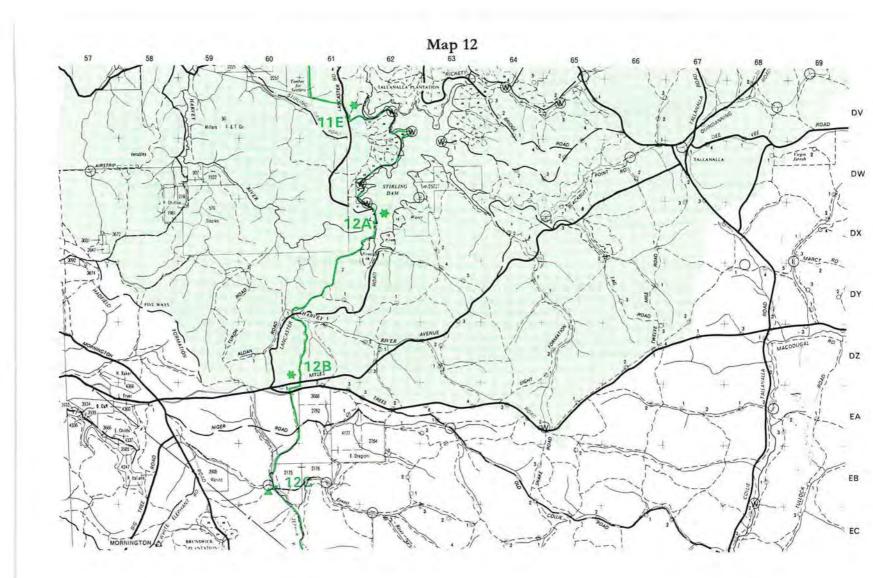
Walk through the Tallanalla Plantation where all the roads are named after royalty. Follow Andrew Break, along Edward Alley to Duke Road. Follow the high-water mark along Duke Road, then along Lord Road and back on to Duke Road to the picnic area by the wall of the Stirling Dam. Cross the wall and the spillway. If the dam is overflowing you must detour downstream. The Stirling Dam provides water for the Harvey irrigation area, but further downstream is the Harvey Reservoir which is the water supply for the Harvey town. Therefore camping or swimming is not permitted. Remember that campfires are prohibited in plantations.

Stage 12A to 12B (5.8 km)

Travel south up the eastern edge of the spillway-cutting to meet the track at the top. Follow this south-west to the break, where there is a view over a young plantation and the Stirling catchment area. Follow the markers through the bush, then turn south along a track to reference tree DY 60 1, and cross Lancaster Road, moving south again to meet Myles Avenue at Stage 12B.

Stage 12B to 12C (3-1 km)

Cross Myles Avenue and follow track south to Niger Road. Continue on to the farms and follow the boundary along the headwaters of the Brunswick River to Stage 12C, on Zephyr Road.



Stage 12C to 13A (7.6 km)

Continue following the Brunswick River valley on Zephyr Road and travel through blackbutt (*Eucalyptus patens*) forest to the Mornington Road. Walk south along this road for 3 km, through forest owned by the Worsley Timber Co., to Stage 13A.

Stage 13A to 13B (3.9 km)

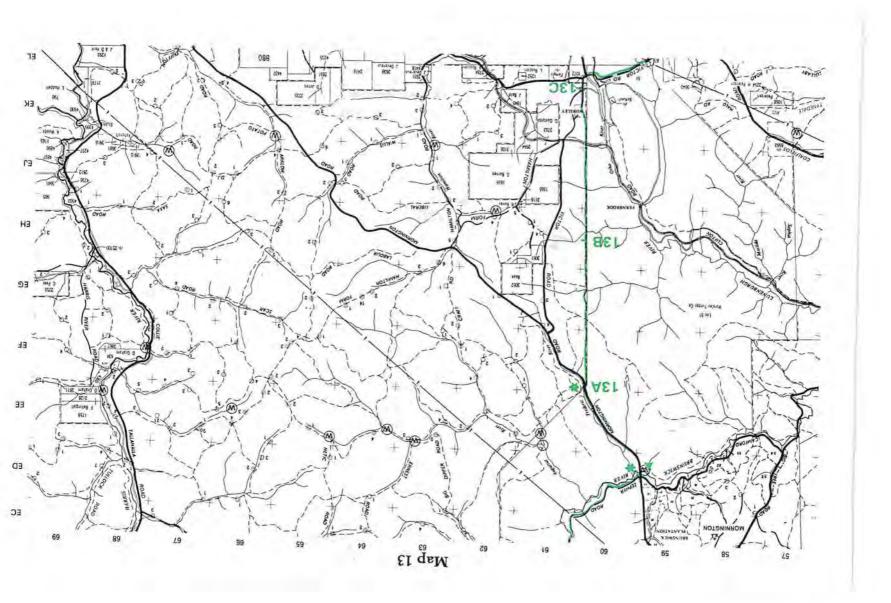
Leaving the Mornington Road, walk south to Stage 13B along a narrow bulldozed track that approximately defines the boundary between Worsley Timber and state forest. The Worsley Timber Co. bought 10 800 hectares of this land for \$5 per hectare around 1914. The timber was supposed to have been cut-over (hence the cheap price), but in practice the company is still producing sawlogs from this land.

NOTE

At this point the track divides, its alternative (east) route passing inland through Collie townsite, the coal basin and continuing to Noggerup, where there is a Youth Hostel. For the alternative route, see Map 13 on page 84. The main route traverses scenic, mountainous landscape in the Wellington/Lennard area, and adjoins three circuit routes that may be used while travelling in the southerly direction toward the Preston Valley and Kirup townsite.

Stage 13B to 13C (4'3 km)

Continue along Worsley's boundary through high-quality forest, south to the Collie-Brunswick railway. The old Worsley mill and rail-siding is situated 500 m east from the point of crossing the line. This mill was at one time the largest in the southern hemisphere when 1500 people lived in the vicinity. Little trace is now seen of this settlement. The track continues south to Victor Road.



Stage 13C to 14A (3·2 km)

Travel south-west along Worsley Back Road through farmland to the Coalfields Road. The historic Worsley Church is adjacent to Victor Road. This tiny weatherboard church was built around 1900, and although services are no longer held, local residents help to maintain the building.

Stage 14A to 14B (3·2 km)

From the junction of Worsley Back Road and Coalfield Road, turn south-east and travel about 400 m to Wellington Weir Road, immediately turn south along a track that borders Location 3041, then south-west along Sky Road to cross the Gervasse River and join Polo Road at Stage 14B.

Stage 14B to 14C (2:3 km)

Follow Polo Road for about 2.4 km until reaching the Wellington pipeline at Stage 14C. This small area of high-quality forest is subject to strict hygiene to prevent artificial spread of the fungus disease known as jarrah dieback.

Stage 14C to 14D (6:3 km)

Continue south along the boundary of Location 2842, 2965 to Location 2843, then turn west to join the pipeline. Follow the pipeline south for about 2 km, then swing south-east along a narrow track to Stage 14D, which is the Wellington Dam kiosk and is not a campsite.

Stage 14D to 14F (4'8 km)

From the kiosk walk down the bitumen road to the pumping station and then follow a narrow rocky track which follows the north bank of the Collie River, passing Stage 14E on the way. Magnificent views of wide, deep pools, rapids and massive rock outcrops are a feature of this section.

Marron fishing is popular in this vicinity. A Forests Department picnic site is located at the River Road Bridge.

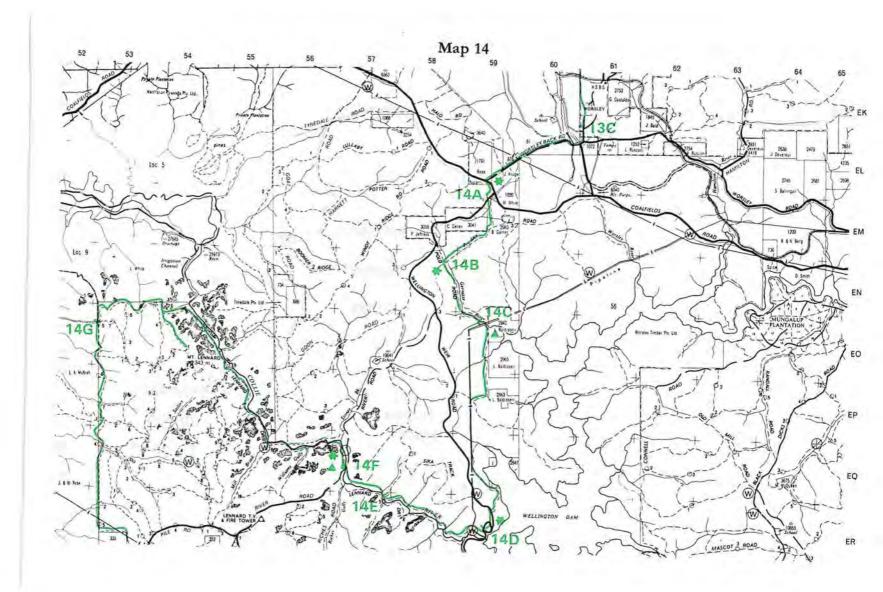
Stage 14F to 14G (10.1 km)

From the bridge, walk along the south bank of the Collie River on a rocky track that crosses Williams Gully, Mill Brook and Sailors Gully—all flow in the winter only.

From Sailors Gully the track climbs very steeply to a high ridge near the south-eastern corner of Location 9, then swings west along its southern boundary. The ridge commands views to the north and north-west and overlooks the pipehead dam of the Wellington irrigation scheme.

About 400 m after turning west, a side track is marked that leads south-east to reference tree EO 54 1, quite close to the Mt. Lennard summit. The main track continues west to Stage 14G. Parts of this section around 14G are very steep, and walkers hoping to make good time may prefer the shortcut.

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SHORTCUT (7.0 km)

A shortcut from 14F to 15A can be made by following the return track of the Lennard Route; however, this is not as scenically attractive as the 14F-14G-15A track. From the picnic area follow River Road to the west and south-west past Lennard T.V. tower. From the tower, continue west along Pile Road to Stage 15A.

Stage 14G to 15A (7:3 km)

This section follows the Lennard fireline along the east boundary of Location 9. Many steep gullies are crossed and a number of natural soaks are observed in the pasture. Scenic views to the coast and Bunbury are seen to the west and tall jarrah forest is seen to the east. The fireline veers east and then south around Location 335 to Pile Road.

Stage 15A to 15B (5.6 km)

Walk east along Pile Road for about 200 m, then south on a minor track to the north-east corner of Location 1210. Proceed round Locations 1210 and 1159 and cross Hough Brook. Continue through good jarrah forest over Butcher Road to Stage 15B at Centre Road.

Stage 15B to 15C (4.9 km)

Walk down the eastern boundary of Location 4356, through a section of Wellington plantation and, after crossing Ferguson

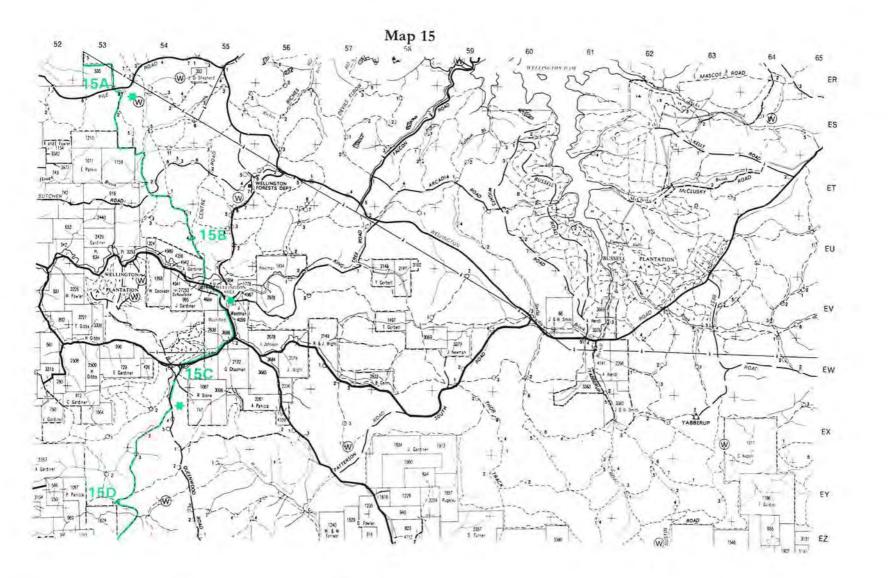
River, turn east and walk on bitumen roads through to the Wellington Mill settlement. The mill closed in 1969 and the population has drifted away, but the mill manager's house and the hall can still be seen. Turn generally south on the back-Ferguson Road, avoiding the Lowden Road, and stop at Queenwood Road—Stage 15C.

Note. About 3 km north from Wellington Mills is the Wellington Forest settlement, now leased to the Department of Youth, Sport and Recreation. There is a resident caretaker and camping may be possible by prior arrangement with him.

Stage 15C to 15D (4·2 km)

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Proceed along Queenwood Road for about 1 km, then turn west on a minor forest road and continue through good quality forest to the north-east corner of Location 1829.



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Stage 15D to 16A (5.7 km)

The track veers away from the fence line and then returns to the south-east corner of Location 1829. The route then follows the northern boundaries of Locations 30032 and 1512 and rejoins Queenwood Road, where good views of the Preston Valley farmlands are seen.

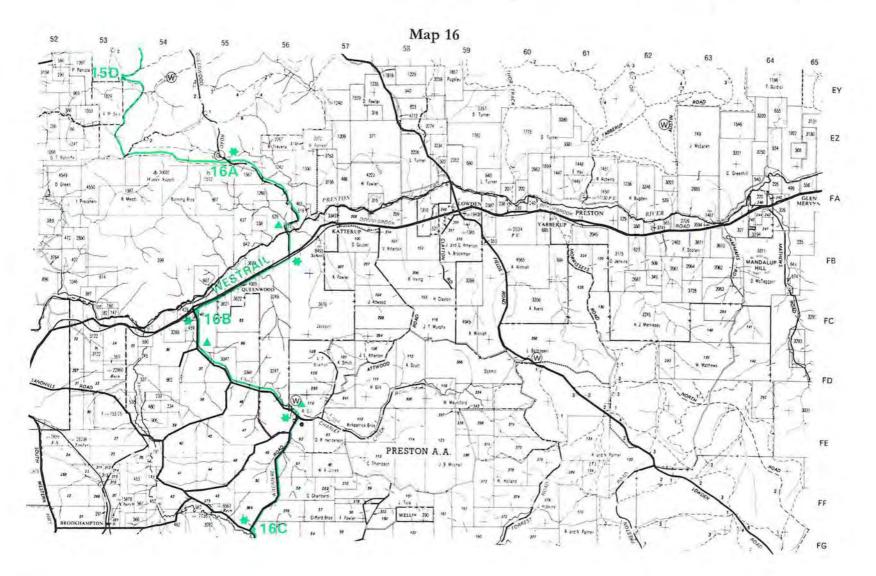
Stage 16A to 16B (6.5 km)

Travel south-east along Queenwood Road through lightly timbered country, through which can be seen panoramic views of the Preston Valley, a mosaic of forest and pasture. Upon descending to the valley there are many peppermint (Agonis *flexuosa*) and flooded gum (*Eucalyptus rudis*). Cross the bitumen road (Donnybrook-Boyup Brook) and turn south-west along a firebreak which parallels the railway. Continue on, passing the Queenwood siding and turn south at Charley Creek Road. Charley Creek honours an aboriginal whose tribal land was in this area.

Note. The south end of Queenwood Road is sign-posted as Trevena Road.

Stage 16B to 16C (8.1 km)

Travel south-east along Charley Creek Road through delightful farming country and turn south at Wildmere Road. About 100 m along Wildmere Road is an abandoned sawmill, closed in 1971, and an example of the hardwood sawmills that were once common throughout the forests of Australia. Continue along Wildmere Road for 4 km to Stage 16C at Thomson Brook Road South.



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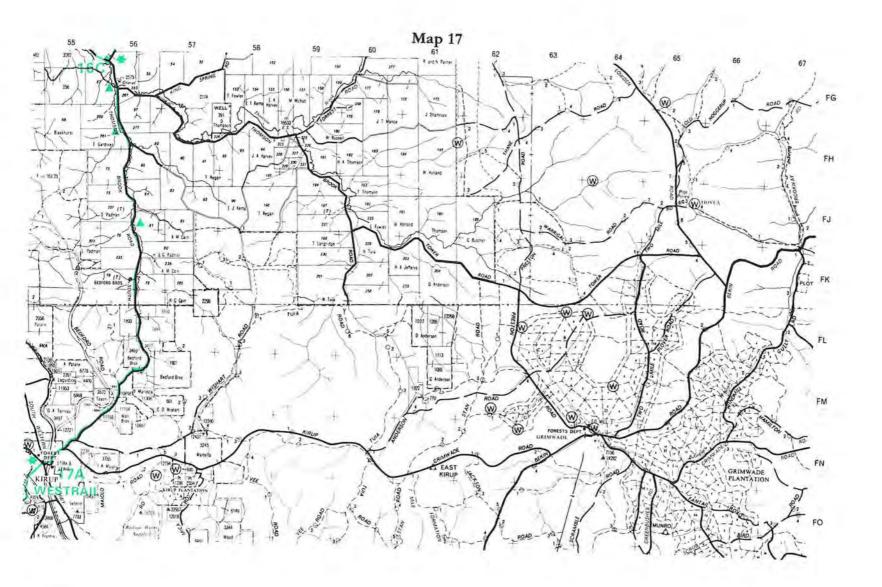
Stage 16C to 17A (12.1 km)

The main track continues along Thomson Brook (south branch), past a small sawmill, then winds along a pleasant agricultural valley into Kirup. The town is an ideal access point to the track with shops, a tavern, and regular transport by Westrail road bus. The track crosses the South-West Highway between the tavern and the R.S.L. Hall. See also "Noggerup Connection" that turns off Thomson Brook Road South, 1 km south from Stage 16C.

Stage 17A to 18A (7.3 km)

Kirup town derives its name from the aboriginal word "Kira", meaning place of summer flies. Cross the South-West Highway between the tavern and R.S.L. Park, go 400 m along the Upper Capel Road and turn left on to a dirt track. Continue along this track passing a sandpit on the right then further on pass between the two dams that are Kirup's water supply. From this point the track affords excellent views of Kirup apple orchards. Travel south along Location 5092 then move south-west through jarrah forest to arrive near the south-east tip of Location 1705. About 1.5 km after leaving the fence line, notice a clump of jarrah stumps which have been cut by sleeper cutters using the "tree pegging" technique.

Continue along the valley to Location 1116, then turn southeast and move upstream—part of the south branch of the Capel River—meet Location 12784.



Stage 18A to 18B (1.3 km)

Traverse the western boundary of Location 12784 to Ravenscliffe Road and turn south-east along it. Turn off south-west again near the corner of Location 4653.

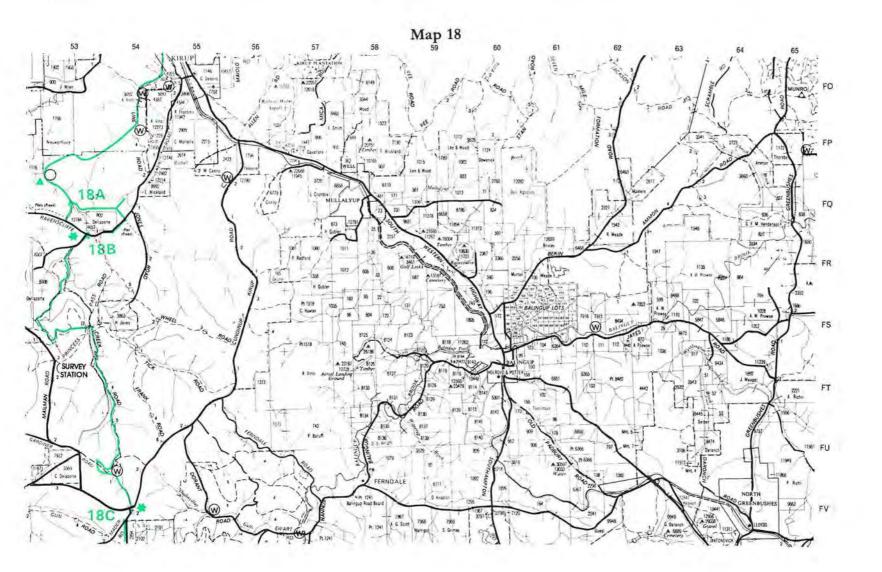
ALTERNATIVE ROUTE

Cross the creek at 18A and follow the northern boundary of Location 12784 then swing due east along Location 802. About 1.2 km after crossing the creek a track to the northeast leads to the discovery of a rocky cataract with fine specimens of *Pimelia, Boronia, Eriostemum, Grevillea* and other species. Return to the track and continue round Mr. Dellaporte's property to Ravenscliffe Road, and back westward to Stage 18B.

Stage 18B to 18C (11.7 km)

Turn left from a sandy track near a patch of Christmas trees (Nuytsia floribunda) and about 500 m from Ravenscliffe Road. Walk the boundary of Location 8508 moving south, and enjoy the impressive view. Turn south-west through Mr. Dellaporte's property and down a steep track into the majestic and rugged Devil's Gorge. Cross the gorge and follow a winding track to Princess Pass Road then on to Creek Road. The track follows the creek south, through an area rich with wildflowers in season, to Gardiner Road. Turn south-west along that road for about 1 km then turn south and follow a track to the north-west corner of Location 2894, at Stage 18C.

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Stage 18C to 19A (4.6 km)

From Stage 18C travel south along the western boundary of Location 2894, noting the view eastwards into Dudinyillup Gully, and turn east on Ewart Road towards Stewart Tower. From the tower, the track continues east along Ewart Road to the edge of the pines, then winds downhill through pine forest to the Blackwood River, where there is seasonal fishing for marron (*Cherax tenuimanus*), trout (*Salmo trutta*) and cobbler (*Tandanus bostocki*). There is a summer river crossing at Boomer Road but if this is unpassable, follow the road upstream for 8 km to cross at Wright's Bridge as described for the eastern route, Stages 18F to 19E, on page 95.

Stage 19A to 19B (6.2 km)

Travel west along the Blackwood River and turn south on to Ellis Creek Road, through the tall pines planted in 1961. These fast growing pine forests provide for timber, plywood and particle board and are also refuge areas for kangaroos, emus and birdlife. The track leaves Ellis Creek Road to follow a firebreak then rejoins it before turning left on Contorta Road. Near the junction of Contorta and Pit Roads is "Wally's Knob", a spectacular viewpoint over looking the Blackwood Valley. Walk south on Pit Road to rejoin Ellis Creek Road, near more recently planted pine forest. Deep in the valley to the east, glimpses can be seen of the Lewana Settlement.

Be extremely careful with fire in and near the pine forest and remember that camping or lighting of fires in this area is prohibited. After re-entering the jarrah forest, the track leaves Ellis Creek Road and swings west toward Dunnet's farm on Location 1203.

Stage 19B to 19C (7.7 km)

Move west from 19B then cut south on to Crest Road (previously known as Buffa Road) that winds southerly with occasional glimpses of the Blackwood Valley.

Part of this forest has been cut-over recently for the Nannup mill, the removed trees being marked by a forester, who retains young, vigorous trees for future cutting cycles.

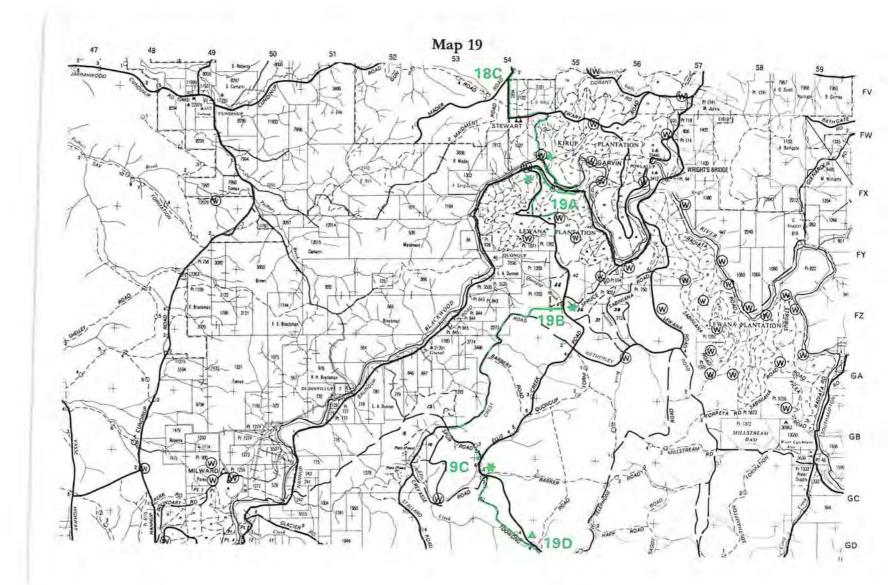
After crossing several valleys the track reaches Spur Road and follows it east to the junction with Ellis Creek Road.

Stage 19C to 19D (3.0 km)

Travel 300 m or so, south on Ellis Creek Road, then turn right on to Toowong Formation, near the junction with Crevasse Road. Although little remains of this old railway line, built in the early 1920s to haul logs to Ellis Creek mill, careful observation may provide a glimpse into that romantic era. The formation was constructed by hand, using pick and shovel; the "rakes" (wagons) were loaded by steam winch from landings that can still be seen beside the track. The logs were hauled (snigged) to landings by horses, and inspection of old stumps will show that trees were cut down with axe and cross-cut saw. Old sleepers, that were hand split from nearby trees, can still be seen and the track passes some logs

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abandoned after a train derailment. One of these logs still clearly shows the faller's brand "WTP"—still readable after fifty years. On the smaller or "crown" end of these logs can be seen a notch that prevented the wire rope from slipping. You may find other artifacts along this route, rail spikes, wagon wheels and so on, before rejoining the Eastern Route at Ellis Creek Road.



Stage 19D to 20A (9-7 km)

Travel south for a short distance on Ellis Creek Road, and the track enters the old mill site of Ellis Creek. This site was cleared in 1914, with the aid of bullocks, and the houses and sawmill were built the following year. In the first years logs for the mill were brought by rail along Main Formation. The town had a school and billiard room and a timber-based cricket pitch which can still be found. Cutting at the mill stopped in 1925, when part of the mill was shifted to Nannup and the rest probably went to the British Solomons Islands Protectorate. The town remained a Forests Department settlement with only a few houses until 1934, when they were shifted to Willow Springs. By fossicking in this area you may discover relics of a past era.

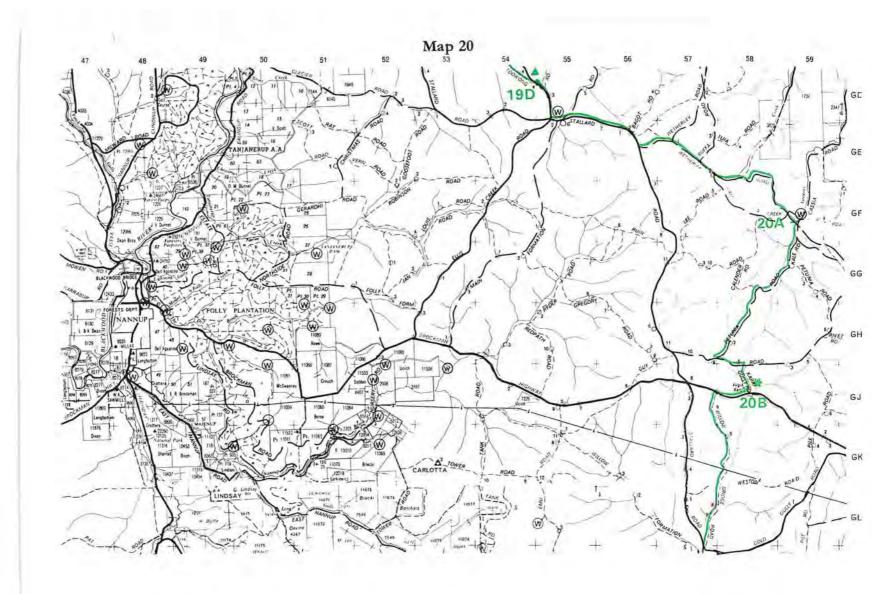
Leave Ellis Creek by walking east on Stallard Road to its junction with Camp Creek Road. Follow Camp Creek Road (still in an easterly direction) for a short distance, through jarrah forest which has been cut over for saw log production. The track then follows Wetherley Road eastwards to its junction with Cassia Road.

Stage 20A to 20B (6.5 km)

Proceed south along Cassia Road, passing a trial pine plot, to Kale Road which goes southerly to its junction with Petunia Road. Approximately 500 m to the south-west, along Petunia Road, the track passes the northern-most naturally occurring specimens of karri trees (*Eucalyptus diversicolor*). These karri can be seen from the track for about 400 m. An old railway formation now known as Guy Road is followed eastward for about 1 km. The railway line originally used to take logs to the sawmill, and inspection of the stumps in the area will reveal that the trees were cut with axe and crosscut saw. Upon reaching Karri Gully Road the track follows the road southwards, through karri forest, for about 1 km to the Brockman Highway.

Stage 20B to 21A (6.0 km)

The track now follows the Brockman Highway westwards for about 1.2 km and then turns south along Willow Bridge Road. Passing through jarrah/marri forest, and later through karri forest, the track leads to the attractive campsite at Willow Springs settlement. This was another old sawmill town which operated from 1938 to 1947, cutting timber which was transported to the Nannup railhead by truck (driven by a man known as "Gunga Din" because of his small size). Little remains here now, and on the site numerous tree species have been planted.



Stage 21A to 21B (93 km)

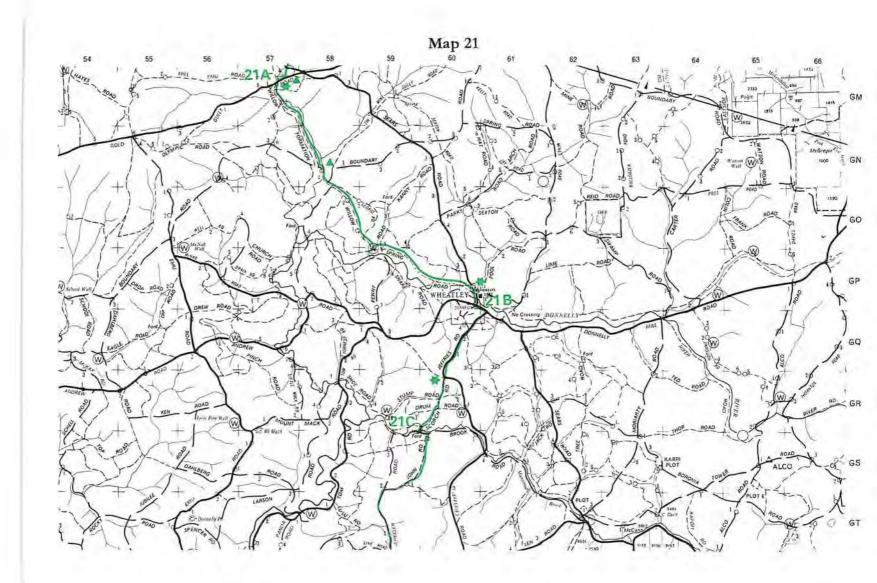
Leave Willow Springs and continue south along Willow Formation, which follows a karri gully until meeting Boundary Road. Follow this for a short distance, then take Willow Spring Road, which will lead you into the Donnelly River valley with towering karri trees and dense undergrowth each side of the track. There are numerous birds in this area, but the animals which dwell here are nocturnal and shy and are rarely seen, except for a few brush wallabies and grey kangaroos. Donnelly River (or Wheatley as the Forests Department settlement is known) is a former mill town, and is linked to Bridgetown by bitumen road, making it an ideal access point. It is typical of the many mill towns still found in the forest and of hundreds which have flourished and died in bygone years in the bush of the south-west.

Stage 218 to 21C (4·3 km)

Walk towards Bridgetown on the bitumen road and turn off up Jefferies Road, follow it into the jarrah forest until reaching Scorch Road. Travel down into the scenic valley of the Manjimup Brook, through tall young karri forest which has regenerated after logging in this area many years ago, until you reach Brook Road.

Stage 21C to 22A 19.6 km)

From Brook Road, travel down John Road through open low jarrah forest, which has a lovely wildflower display in spring. Follow Wheeler Road south to Link Road and then Len Road and turn left and follow this main logging road for 500 m before turning south along Beavis Road. Follow Beavis Road past reference tree GV 59 1 and some developing farmland on the western side. Where Beavis Road turns east, the track continues south and west, joining another track, which carries on into the karri forest of the Donnelly River valley.

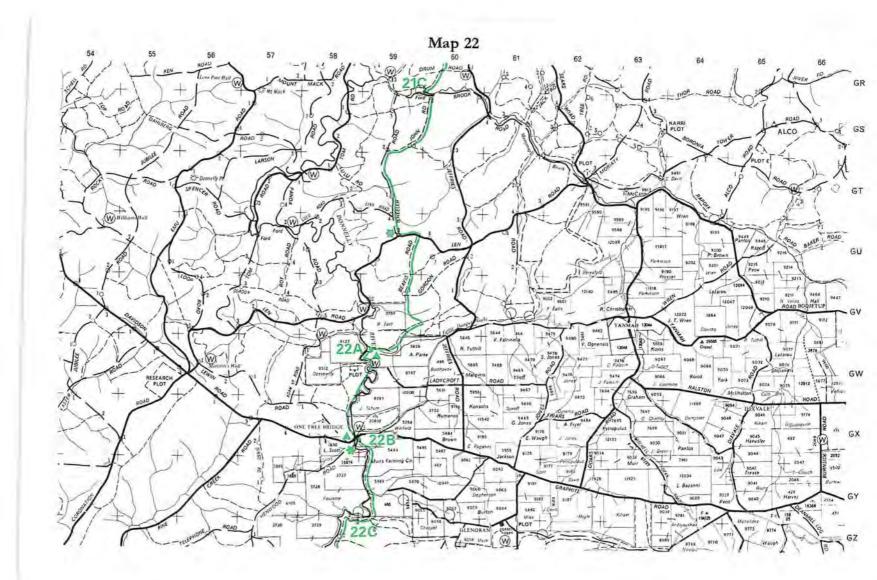


Stage 22A to 22B (2'8 km)

Follow the river bank for a short distance between farming properties. The track then leads through a delightful area until it joins Deadman's Trail, a nature trail which will bring you to the One Tree Bridge picnic area. There are several picnic sites and safe fireplaces which can be used all year round. Graphite Road, a main road from Manjimup to Nannup, originally crossed the Donnelly River here on plank decking supported by one karri tree felled across the river in 1904. This structure can still be seen and has given the locality the name "One Tree Bridge". A small farm in this vicinity was first settled in 1869 and was visited in that year by Adam Lindsay Gordon, the poet from South Australia. One Tree Bridge is an ideal access point to the track, since it is easy to find from Manjimup and has plenty to interest another party with transport, if you can arrange for them to meet you.

Stage 22B to 22C (1.8 km)

Cross the river at One Tree Bridge and follow the track down the east bank through farming properties into the forest of the Seven Bridges Trail.



Stage 22C to 23A (6.4 km)

The Bibbulmun Track follows the Seven Bridges Trail down the Donnelly River valley, through magnificent karri forest with dense undergrowth to Chappel Road. This is an old logging railway formation with seven excellent examples of trestle bridges built between 1944 and 1946 to carry the line as it crossed and recrossed the river. The formation, which was built by hand and the cuttings and embankments constructed by pick and shovel, represents quite a memorial to the hard life of the timber cutters who opened up the awesome karri forest. The track crosses four of the seven bridges.

Stage 23A to 23B (8:9 km)

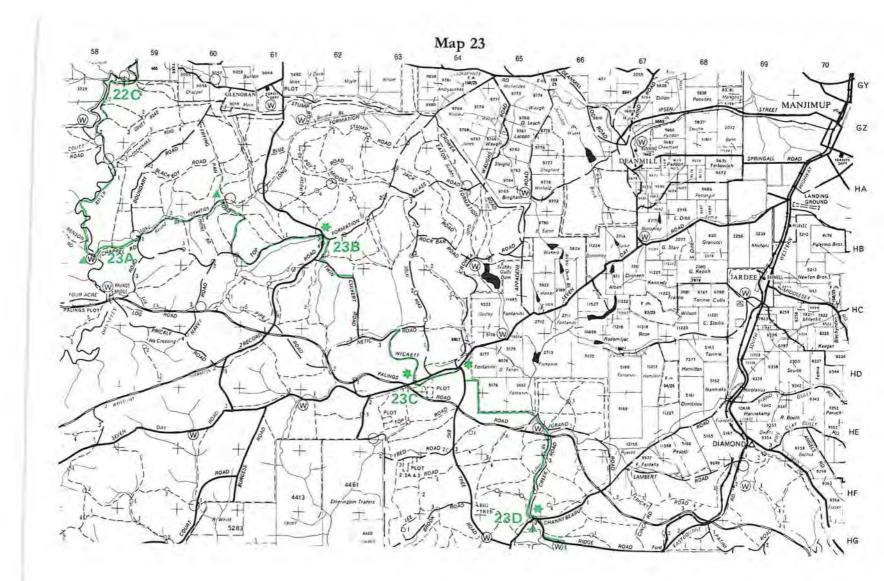
Walk north-east on Chappel Road and Long Formation, through karri forest, along Record Brook to Frying Pan Road. Follow Policeman Road in a south-easterly direction to where it meets Silent Road, then head south to Top Formation. The track continues eastwards to Record Road through forest that was logged in 1933.

Stage 23B to 23C (7.1 km)

Follow the track eastward from Record Road for a short distance, before heading south for 500 m to Twin Culvert Road, then follow this through an interesting swampy area into the karri forest to Netic Road. Swamp areas are usually very rich in wildlife although, apart from birds and larger animals such as kangaroos, the native animals are rarely seen because of their shyness and nocturnal habits. Head east on Netic Road to Wickett Road and then south to Seven Day Road.

Stage 23C to 23D (7-7 km)

Turn east on Seven Day Road and south on Big Tree Road for a short distance before heading east alongside private property. Follow the track along the boundary to Lefroy Brook, then walk along Creek Road down this delightful karri valley to Channybearup Road. In the 1880s a wheat paddock was cleared on the south side of Channybearup Road on the west bank of Lefroy Brook (where the small triangular surveyed reserve can be seen on the map) and a flour mill was built on the brook about 100 m downstream from Channybearup Road. This mill harnessed water power to grind wheat from this, and other farms in the district, including the Brockman farm on the Warren River south of Pemberton (described in Stage 25G to 25H of the Warren Circuit Route). Nothing now remains of this mill except the foundations of a small hut which was nearby.



Stage 23D to 24A (6.1 km)

From Channybearup Road, head south-east on Ridge Road for about 1 km, then continue south along Lefroy Brook on an old formation to Farr_Road. Walk west along Farr Road to the Lefroy Plot and picnic area. This fine stand of karri regrowth, which is known as the 100 Year Forest, grows on land which supported a wheat crop in 1865. Abandoned as a farm in 1867, the area was regenerated naturally to karri following a fire in 1875.

Stage 24A to 24B (7.6 km)

From the Lefroy Plot travel south-west along Lefroy Brook for 2 km to the north-west corner of the De Campo property. Continue walking southward along Lefroy Brook on Percival Road for several kilometres to Stage 24B.

Crossing Lefroy Brook during the winter floods could be a problem as the water level could rise above the bridge. In this case, return to a detour via Ross Smith and Channeybearup Roads (westerly) and then southerly on Tramway Trail to rejoin the track about 800 m south along Percival Road.

Stage 24B to 24C (9-0 km)

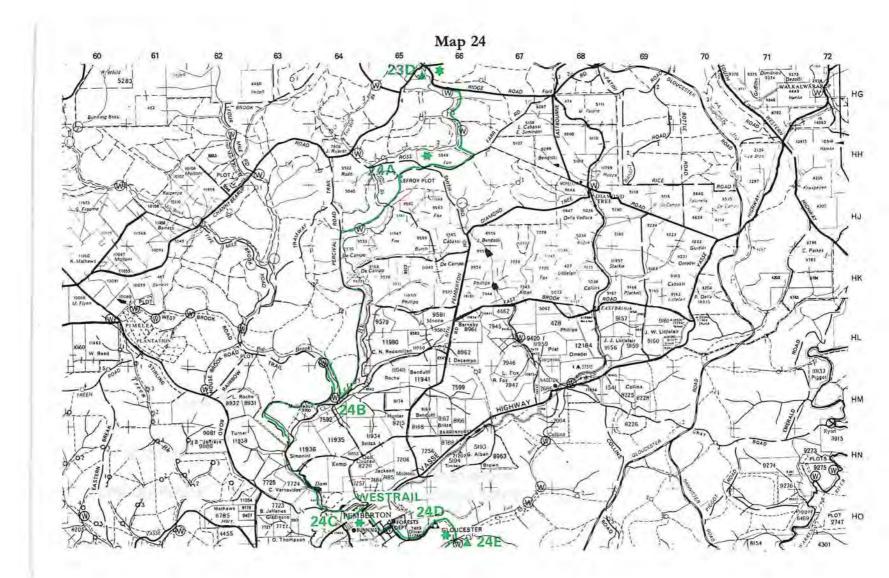
The track heads north along Big Brook to the Rifle Range Bridge picnic area on the Rainbow Trail. Follow the Trail south through the Big Brook state forest to Pemberton, passing Karri Oak picnic area, the town water supply and cross the bridge below the swimming pool, continuing on into the town and the post office which is at Stage 24C.

Stage 24C to 24D (2.6 km)

Follow the signs up through this picturesque mill town to Gloucester Tree. The town developed early in the century following the establishment of the first timber mill in 1913 and since then has been the home of many colourful characters. It was named after a sea captain, Pemberton Walcott, who took up land and established a farm just north of the town in 1862. Gloucester Tree was named after the Duke of Gloucester, who visited the site during construction of the cabin in 1947. This 64 m tree is one of the many fire lookouts in the South-West and forms part of the Forests Department fire detection network, although this duty is now mainly taken over by aerial spotter planes. The tree is manned throughout the fire season. There is additional information on a board at its base.

Stage 24D to 24E (1-1 km)

Follow Burma Road from Gloucester Tree down a fine karri hillside, which is a scenic reserve, to Stage 24E at East Brook.



Section 25

Stage 24E to 25A (1.7 km)

Turn south-west on the east side of East Brook and continue along the brook to Stage 25A at a point just beyond a tributary to East Brook.

Stage 25A to 25B (7.1 km)

Head south-east. The track follows Spring Gully for most of the distance along an old logging road. The karri forest here was cut in the late 1950s and you can see how it has regenerated since that time.

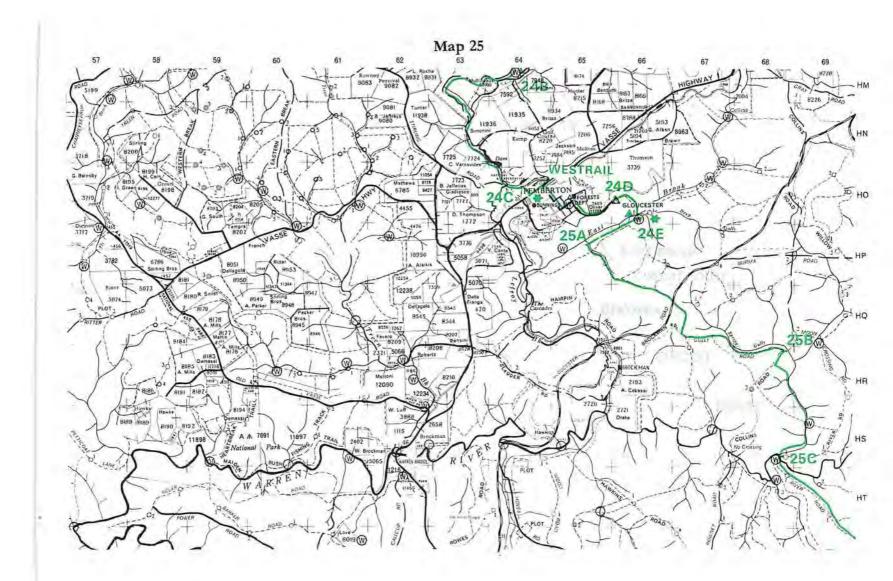
Stage 25B to 25C (3.6 km)

Continue along the Spring Gully line to Warren River. At this point an excellent example of early bridge construction can be seen.

This trestle bridge, over 100 m long, carried logging trains for nearly ten years, before conversion to a road bridge. Massive clumps of blackberries, introduced by early settlers and timber workers, occur in the Warren River valley at this very picturesque spot. There are also marron and trout in the river and they can sometimes be seen on the sandy bottom from this bridge.

Stage 25C to 26A (4.9 km)

Head south-east along River Road until it meets Orchid Road at Stage 26A.



Section 26

Stage 26A to 26B (8:5 km)

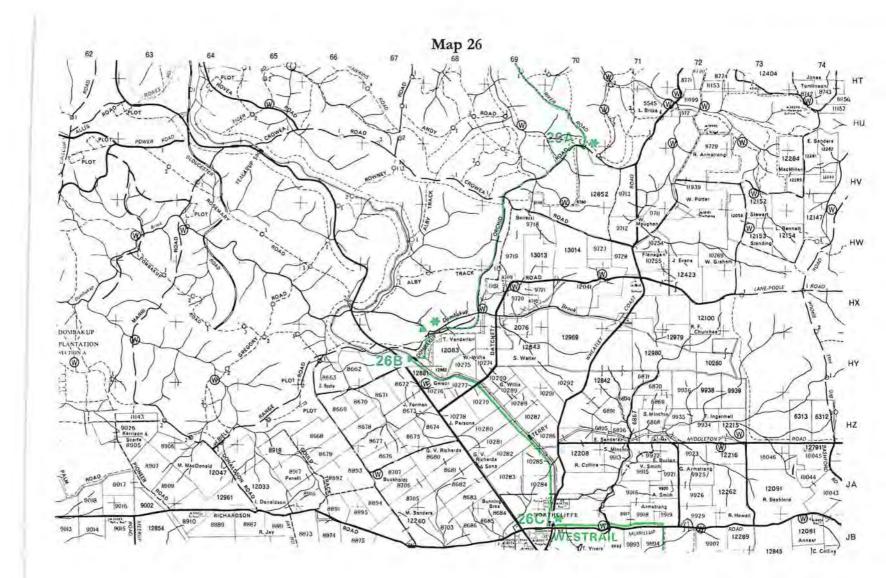
Turn south-west down Orchid Road, travelling through the karri forest then near farm paddocks after crossing Crowea Road. The track crosses Dombakup Brook and follows this valley before meeting the Pemberton-Northcliffe railway line near the Dombakup Siding. Note that changes in forest type along this section are associated with soil differences. The forest in this area was burnt by a severe wildfire in 1961, following a series of lightning strikes, but it has made a good recovery.

Stage 26B to 26C (6.6 km)

Follow the railway line to Northcliffe, passing farms along the way. Construction of this line commenced in 1924, and was completed in 1929 to service the Northcliffe group settlements and timber industry. For many years it was the most expensive railway line in W.A., costing over \$20000 a mile.

Northcliffe was established when the surrounding farmlands were settled in the early 1920s, as a result of the group settlement scheme promoted by the Premier of the day, Sir James Mitchell, and was named in honour of Lord Northcliffe. Although some of the original group settlement blocks are still farmed, the town is now mainly dependent upon the large timber mill.

Northcliffe is served by Westrail road buses and has shops and a hotel.



Section 27

Stage 26C to 27A (9'3 km)

From Northcliffe, follow Muirillup Road east for 1.5 km to the Gardner River, where there is a picnic area a short distance upstream of the bridge. Continue east on Muirillup Road for another 1.5 km before heading south and east on a forest track to Dempster Road. The Meerup Dunes located to the south-west of Northcliffe can be seen from the track just south of where it leaves Muirillup Road. The track continues east and then south through karri-marri forest to Boorara Road.

Stage 27A to 27B (13·4 km)

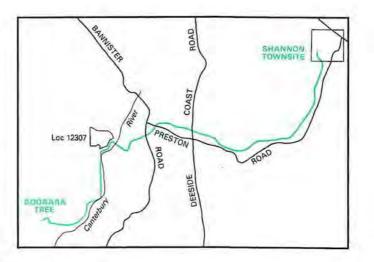
Walk east from Boorara Road to Jackson's Road and then follow this track through sandplain country to Mottram Road. Continue south on Mottram Road to Boorara Road and then head east on Boorara Road to the Boorara Tree lookout. Much of the countryside in the vicinity of Boorara was subjected to severe wildfires in 1950 and 1969. From the lookout, a 2.5 km walking trail leads to Lane-Poole Falls on the Canterbury River (east branch of the Gardner River).

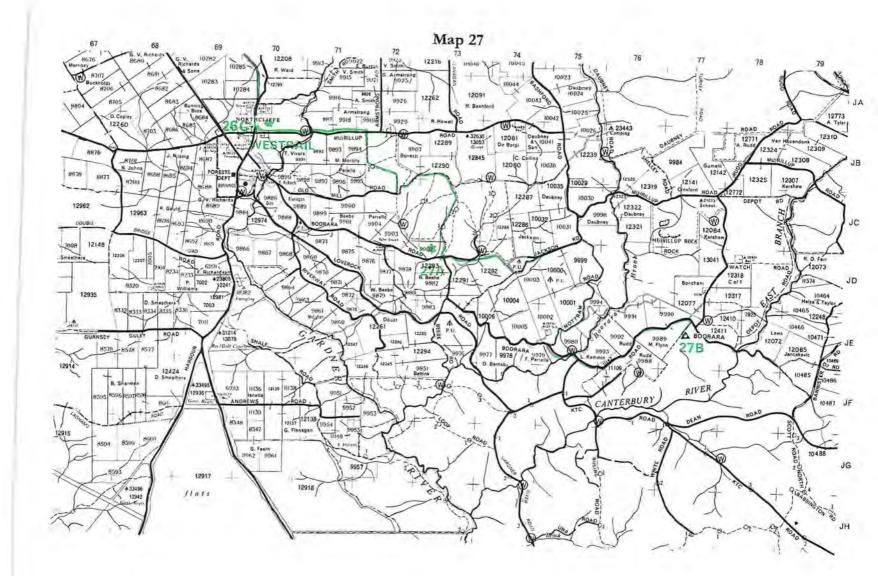
Boorara Tree to Shannon Townsite (23 km)

From the Boorara Tree lookout, the track heads east and then north along the Canterbury River for approximately 6 km. Cross

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the river at a rocky ford immediately south of Location 12307 and then proceed in a north-easterly direction to link up with Muirullup Road. Follow Muirullup Road south-eastwards for approximately 1 km before heading north-eastwards along a bush track. This track crosses Bannister and Preston Roads before intersecting with the Deeside Coast Road. From Deeside, the track continues in an easterly direction through ti-tree flats for approximately 2 km before turning northwards into picturesque karri forest. Continue along the track for approximately 4 km to the Shannon Townsite, where camping facilities are available.





CIRCUIT AND ALTERNATIVE ROUTES

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MURRAY ROUTE (RED)

This route is centred on Dwellingup and offers walkers a 32.1 km two-day hike within easy driving distance of Perth. This small timber town, population 500, has a hotel, several shops and other facilities and is served by an infrequent road bus service. It is on the sealed Pinjarra-Boddington road only 112 km from Perth.

Stage 8I to 8C (1.8 km)

The track leaves the town opposite the hotel and follows the Pinjarra-Dwellingup railway line west through the forest. Follow the Bibbulmun Track from Stage 8C to 8F, then to return to Dwellingup, start from Stage 8F to 8G.

Stage 8C to 8D (3.5 km)

Leave the railway line, pass through the bush on to Pinjarra Road and follow it west for 1 km to Tower Hill Road. Follow this road uphill past a V.H.F. radio relay station and along a narrow logging track through dense upland jarrah to Farley Road.

Stage 8D to 8E (5.7 km)

Continue south on Farley Road into the Murray Valley. The track winds along the edge of the valley and affords excellent views of the steep river country before joining Scarp Road. Please note that this portion of Scarp Road can be very busy at certain times of the year.

Stage 8E to 8F (3·3 km)

Proceed south along Scarp Road, noting the stand of virgin jarrah forest to the west of the track near reference tree CW 59 1. Further along Scarp Road there are scenic views of the coastal plain, before the track drops steeply down to the Scarp Pool picnic area and the Murray River.

Stage 8F to 8G (8.7 km)

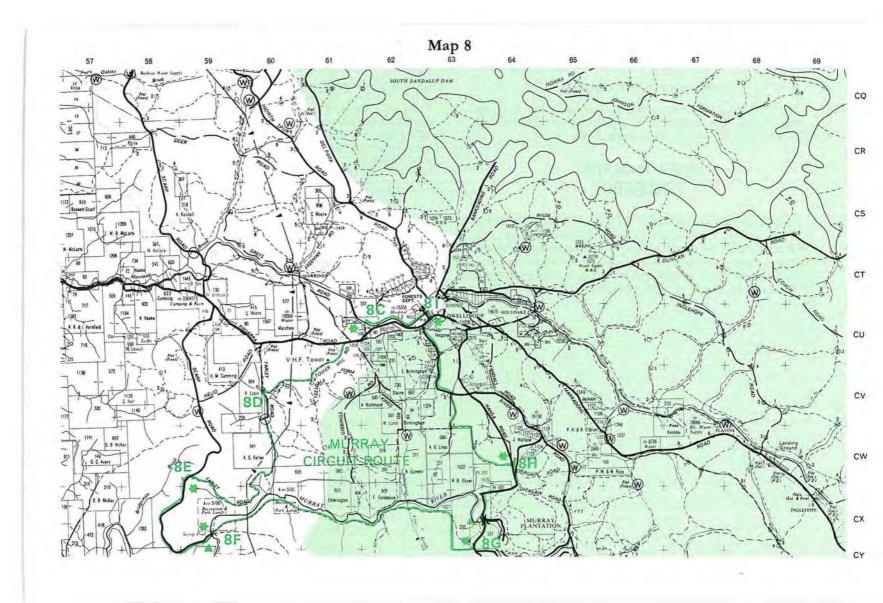
To return to Dwellingup cross the river at Scarp Pool and follow the track along the river to Nanga Road. This and other stretches of the Murray offer excellent opportunities for canoeing during the winter months. There is no bridge at Scarp Pool so that the Murray River can be crossed easily only from late spring to autumn. At other times of the year it is usually possible to wade across unless the river is in high flood.

Stage 8G to 8H (3.1 km)

Upon joining Nanga Road, after skirting around the south boundary of Location 233, walk downhill to Nanga Bridge on the Murray. About 300 m upstream from the bridge is the Nanga swimming pool with an access track 200 m south of the bridge. From the bridge climb out of the valley, along Nanga Road with a farm on the left and the Murray pine forest, planted in 1971 and 1972 on the right, until reaching the point where the route leaves Nanga Road along a bush track, not far after re-entering the jarrah forest.

Stage 8H to 8I (6.0 km)

Follow this track through the jarrah forest and beside delightful farms and orchards towards Dwellingup, entering the town via the Dwellingup-Pinjarra road. Turn left towards the Community Hotel and the circuit start point.



COLLIE CIRCUIT ROUTES

In the Wellington Dam area the Bibbulmun Track has three circuit routes, each marked with a different coloured marker. These routes are shown on the adjacent maps.

SIKA ROUTE (GREEN)

This route commences at the Wellington Dam kiosk and is 9.4 km in length. Experienced bushwalkers will take only $1\frac{1}{2}$ hours to complete the walk. Slower walkers stopping to admire the views and to rest occasionally may take up to $2\frac{1}{2}$ hours to walk the route. The track may be walked in either direction, but it is recommended to walk north first to avoid a steep climb from the river.

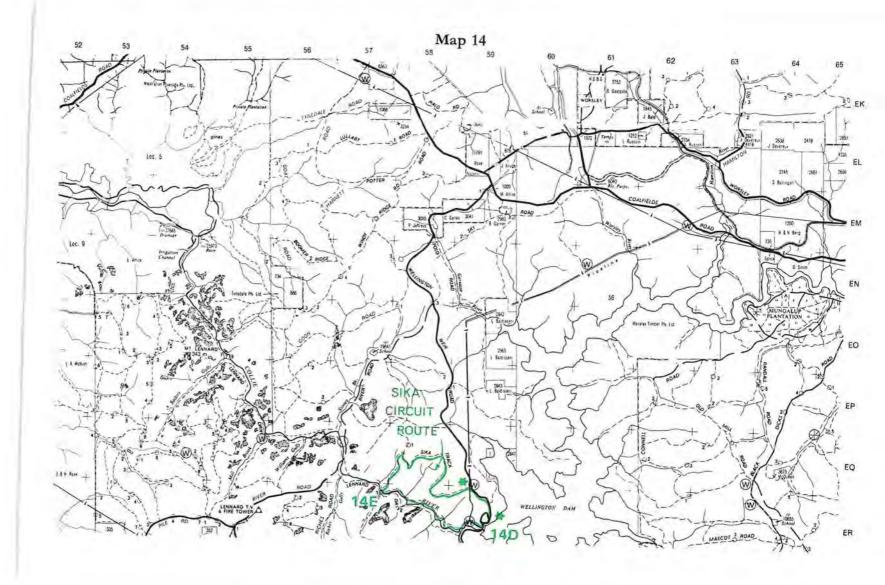
Stage 14D to 14E (6.2 km)

From the kiosk walk north through the picnic area to a gravel track. This track crosses a pipeline from the dam and links on to another narrow road, Sika Track. This track passes through mature jarrah and blackbutt forests with dense undergrowth and provides excellent views of the steep Collie River valley. The rich fauna and birdlife may be observed in this area. A steep descent down a rocky track to the river follows.

Stage 14E to 14D (3.2 km)

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From here walk east along the north bank of the river—past wide deep pools, rapids and massive rock outcrops. Follow this track to the hydro-electric pumping station at the base of the dam wall and then walk up the bitumen road to the kiosk.



LENNARD ROUTE (BLUE)

This route is $24 \cdot 3$ km in length and includes a number of steep climbs only recommended for experienced bush-walkers. The walk will take approximately eight hours even for experienced walkers. The walk commences at the River Road bridge over the Collie River.

Stage 14F to 14G (10.1 km)

From the bridge, walk along the south bank of the Collie River on a rocky track that crosses Williams Gully, Mill Brook and Sailors Gully—all flow in the winter only.

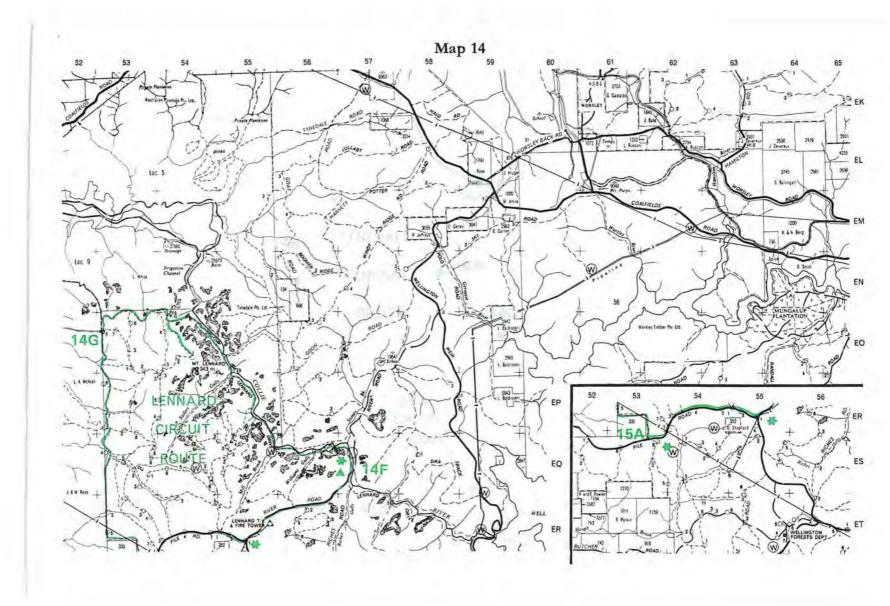
From Sailors Gully the track climbs very steeply to a high ridge near the south-eastern corner of Location 9, then swings west along its southern boundary. The ridge commands views to the north and north-west and overlooks the pipehead dam of the Wellington irrigation scheme. About 400 m after turning west, a side track is marked that leads south-east to reference tree EO 54 1, quite close to the Mt. Lennard summit. The main track continues west to Stage 14G.

Stage 14G to 15A (7.3 km)

This section follows the Lennard fireline along the east boundary of Location 9. Many steep gullies are crossed and a number of natural soaks are observed in the pasture. Scenic views to the coast and Bunbury are seen to the west and tall jarrah forest is seen to the east. The fireline veers east and then south around Location 335 to Pile Road.

Stage 15A to 14F (6.9 km)

The route back to the River Road bridge follows Pile and River Roads. Both are wide gravel roads with flat grades. The Lennard T.V. and radio tower and the Forests Department fire tower are located near the junction of River Road and Pile Road.



TYNEDALE ROUTE (RED)

This is the longest walk, being 39.8 km in length, and will take an experienced bushwalker a whole day to complete. Slower walkers will need to camp overnight and take two days to complete the journey.

Stage 14D to 14F (4.8 km)

From the kiosk walk down the bitumen road to the base of the dam wall. From here a narrow rocky track follows the north bank of the Collie River. Magnificent views of wide deep pools, rapids and massive rock outcrops are obtained from this track. Marron fishing is popular in this vicinity and evidence of intensive marroning is seen as the track approaches River Road. A Forests Department picnic site is located at the River Road bridge.

Stage 14F to 14H (8.6 km)

Walk north from the bridge along River Road and then turn west on a narrow track crossing Stones Brook, follow the track along the north bank of the Collie River through dense vegetation. The track then climbs steeply via Goon Road and other minor tracks to the property owned by Tynedale Pty. Ltd. This company has planted large areas of radiata pine, on suitable soils on its property, and some of these pines are seen from the track. The route continues along Goat Road to Boomer Ridge Road.

Stage 14H to 14A (14.6 km)

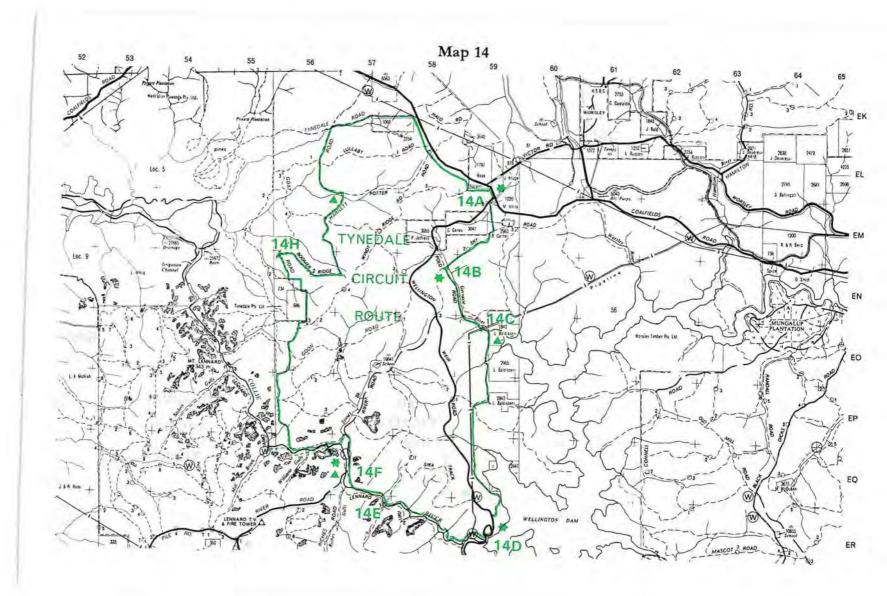
Travelling along Boomer Ridge Road, Harnet Road and Tynedale Road the route continues across steep gullies past large granite outcrops, with good views of farmland across the wide valley of the Collie River. The topography flattens as the track passes through good quality jarrah and sheoak (*Casuarina fraserana*), finally approaching the Coalfields Road and follows a firebreak 100 m south of and parallel with the bitumen road.

Stage 14A to 14C (5.5 km)

Continue parallel to the Coalfields Highway and then turn south along the Wellington Weir Road. Cross this road at reference tree EM 59 1 on to a track running south to Sky Road. Following Sky Road south, cross the Gervasse River and turn south-east on to Polo Road. This road follows the west bank of the Gervasse River and continues to the power line serving the Wellington Dam and the water pipeline to Narrogin.

Stage 14C to 14D (6.3 km)

This section traverses seldom used tracks through good quality jarrah forest, with good views of farmland and Wellington Dam. Some natural parkland with only low scrub under jarrah and blackbutt is passed as the track approaches the Wellington Weir Road (bitumen). Walk south along this road to the kiosk at the weir wall, where refreshments and toilet facilities are available.



ALTERNATIVE (EAST) ROUTE

The alternative (east) route provides variety for those who have walked the main route previously, or people interested in the town of Collie and its early mining history. The route traverses a variety of terrain, without the initially steep slopes to the west of Collie and the Wellington Dam. This route can also be used as two large circuit routes—using the Noggerup Connection and walking either the northern or southern circuit—or as one extra large circuit south as far as Ellis Creek Road (Stage 19D) and north back to Collie along the main route.

The town of Collie took its name from a Scottish surgeon.

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Alexander Collie, a keen geographer and botanist, who came to W.A. in 1829 as surgeon aboard H.M.S. *Sulphur*, escort for the *Parmelia*. He was leader of an expedition which discovered the Collie River.

Coal was first discovered in 1883 by Brunswick farmer Arthur Perren, at a bend in the river to the south-west of the old Westralia mine. A Bunbury merchant, David Hay, and Mr. Perren were responsible for the initial effort in opening up the field. The original discovery spot is now flooded by Wellington Dam headwaters.

Several shafts were sunk by the partners, but activity appeared to fizzle out. In 1891 other interests became involved, but eventually it was left to the Government to make a thorough investigation of the potential coalfield. Some years later the coalfield began its real development.

Current major employment is in the fields of coal mining, sawmilling and power generation.

Stage 13B to 13D (4.5 km)

This leg of the track runs east along minor forest tracks over undulating country. After crossing a formation, the track follows a creek with paperbark (*Melaleuca preissii*) in swamps and W.A. blackbutt or yarri (*Eucalyptus patens*) on the banks. Wildlife activity is often concentrated in vegetation such as this, and the observant walker will see animal tracks as well as birdlife. The track continues east to Hamilton Road, on the east bank of the Hamilton River.

Stage 13D to 13E (3.8 km)

The track continues along Hamilton Road, with large marri (*Eucalyptus calophylla*) and yarri on the river flat, together with the understorey swamp banksia (*Banksia littoralis*). The dry

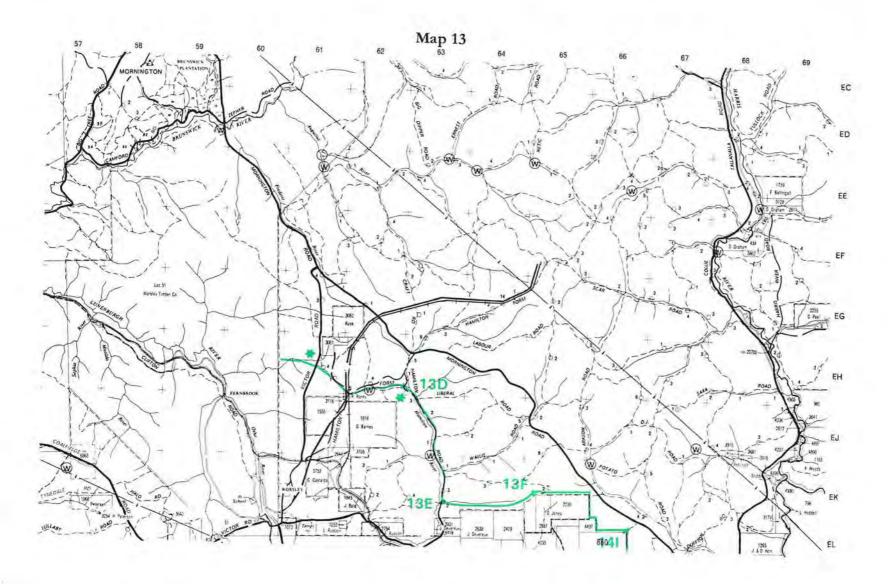
woody "fruits" or seed capsules of the banksia look like flocks of birds sitting motionless in the trees.

Stage 13E to 13F (2.9 km)

The section runs east from Hamilton Road at tree reference EK 632, to the northern boundary of Location 2851. The forest here is of poor quality but there are excellent views across private property to the south.

Stage 13F to 14I (3.5 km)

Following the northern boundary of Locations 2235 and 4437 the track is over flat terrain with uniform vegetation, but with good views to the south and east over farmland. Most of these properties raise beef cattle, a few sheep and thoroughbred horses. Stage 14I is at the north-east corner of Jones part Location 880.



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Stage 14I to 14J (3.0 km)

This leg traces the eastern boundary of Location 880 and the northern boundaries of Locations 2620 and 1378. There are views of Mungalup pine forest—220 hectares of radiata pine planted between 1959 and 1962—the Wellington Dam catchment to the south, and pastured farms to the west. Stage 14J is at the north-east corner of Location 1378.

If water is flowing over Ellery's Weir you will need to return to Flora Road and then continue about 1 km east to Mungalup Road. Follow Mungalup Road southwards across the Collie River to rejoin the track about '5 km south of the river, where the track parallels Mungalup Road. Total detour distance is about 2 km.

Stage 14J to 14K (3.7 km)

About 1.2 km south from 14J walk south-east along Patstone Road for a short distance, then turn south to follow a track through scrubby forest. Cross the railway line and follow the tree-lined road to Coalfields Road.

Stage 14K to 14L (6.9 km)

Cross Coalfields Road and walk along Flora Road which follows the Collie River above the upper reaches of Wellington Dam. The last section of Flora Road passes along the northern boundary of Location 1304 which supports a concrete works. Turn south along the eastern boundary of Location 1304 as far as Ellery's Weir.

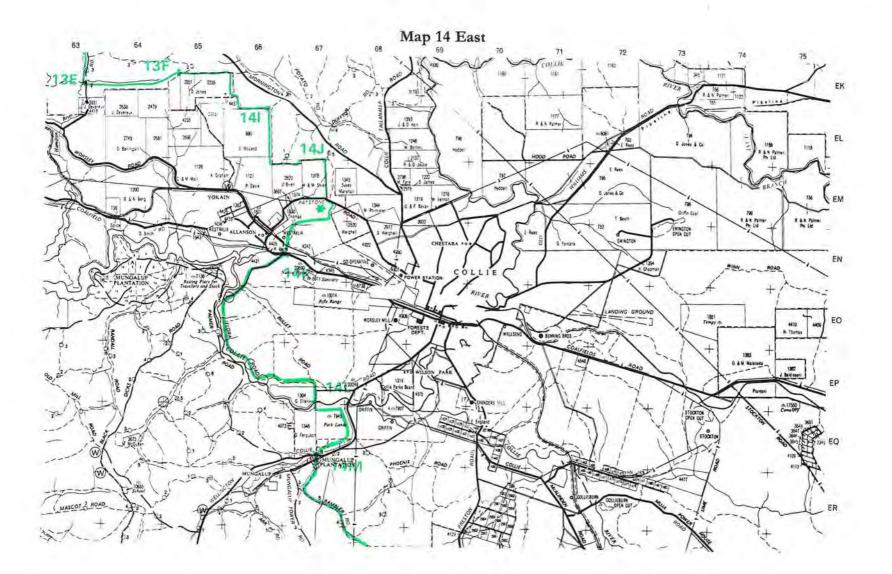
Stage 14L to 14M (3.0 km)

Cross the weir and follow the track east before turning south about 50 m from the sealed Mungalup Road. The track runs parallel and to the west of Mungalup Road and then passes around the boundary of the old Mungalup Plantation.

Stage 14M to 15E (6.0 km)

Cross over the Mungalup Road where it forms a fork with the road to Mungalup. Follow the south fork for a short distance before turning south along a track which joins Rambler Road. Follow Rambler Road in a south-easterly direction passing through a jarrah logging area to the Collie-Preston Road.

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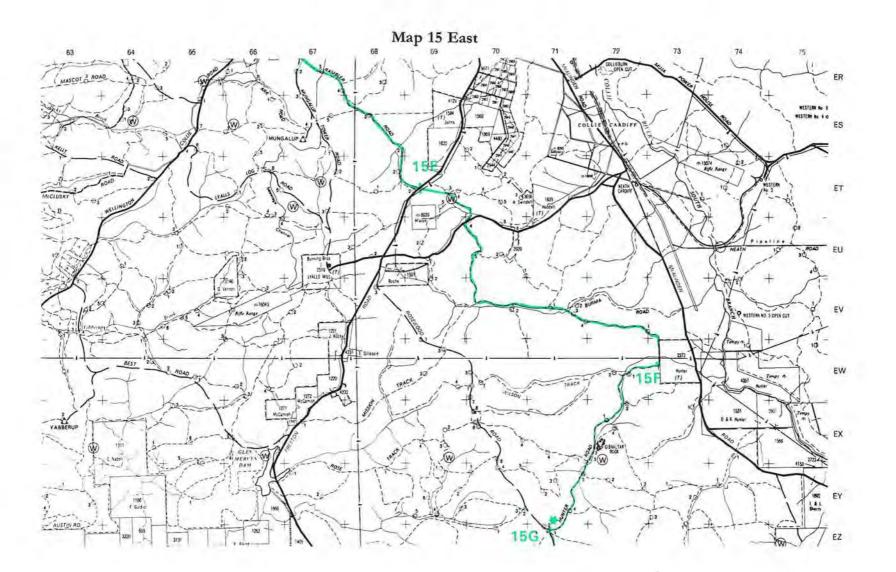
Stage 15E to 15F (10.5 km)

Cross the Collie-Preston Road and follow the track through a partly rehabilitated gravel pit to Cardiff Lyalls Road. Follow Cardiff Lyalls Road to the south-west for about 250 m and then follow the track south to Burma Road.

Walk west along Burma Road, veer south across the creek passing reference trees EV 71 3 and EV 71 4. Turn south along Location 2372 to Stage 15F where a minor track turns westward into the forest.

Stage 15F to 15G (6.3 km)

Follow the track (parts of Wilson track and Hunter Road) in a general south-westerly direction through high quality forest, where artificial spread of jarrah dieback disease is being restricted by hygiene forest operations. The track crosses a creek near reference tree EW 72 1. before entering Hunter Road for the walk past Gibraltar Rock, a large granite monolith. Continue through a mixed forest of jarrah and wandoo (*Eucalyptus wandoo*) to Rosewood Road, near reference tree EZ 71 2.



Stage 15G to 16D (10.1 km)

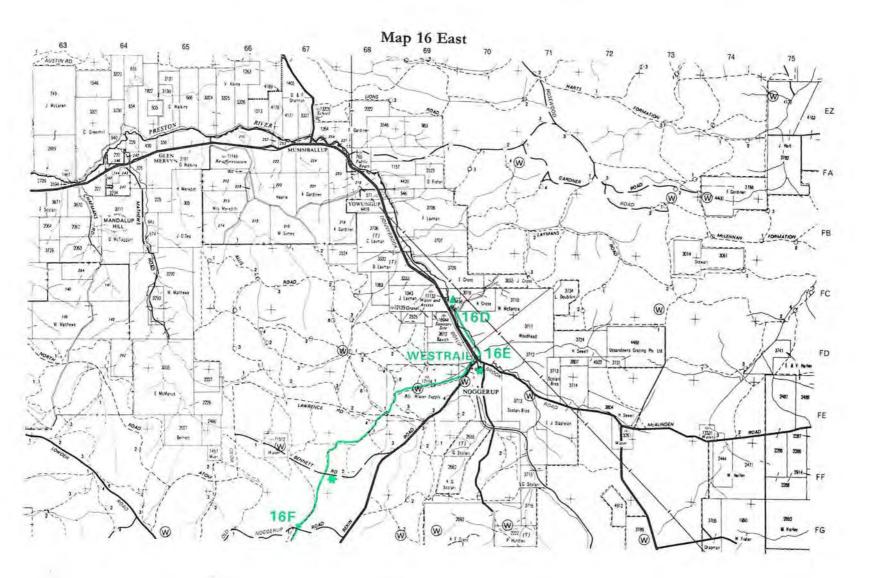
The track proceeds for 1 km south-east along Rosewood Road, then winds on to Gardner and other minor tracks to reference tree FC 71 3 on the north-east corner of Location 3035. This is good forest in a landscape gradually falling toward the Preston Valley. The track follows a road reserve through Locations 3035 and 3018 to cross the Preston River and meet the Donnybrook to Boyup Brook road.

Stage 16D to 16E (1.7 km)

Cross the bitumen road and travel south-east along a fire break between road and rail towards Noggerup crossing at the northern end of the town. The old state school building is now a youth hostel, controlled by the Y.H.A., and subject to the usual conditions of use by members. The town is also served by Westrail road bus.

Stage 16E to 16F (8.0 km)

From Noggerup railway crossing, follow Bekin Road (Grimwade road) for 500 m, then turn more to the west and follow a forest track to the top of a ridge. Follow the markers to cross a series of ridges and valleys, crossing Lawrence and Bennett Roads and reaching the Old Noggerup Road at 16F. Along the route is a sign indicating an interesting paperbark swamp 200 m west of the track. The thick undergrowth provides shelter for numerous small birds and some small marsupials.



Stage 16F to 17B (7.1 km)

After crossing the Old Noggerup Road, travel down Brookway Road to Balingup Brook, cross it and walk upstream to reference tree FH 66 4. Leave the creek and continue along winding tracks through the forest, eventually passing a small patch of pine trees they are all that remain of the small forest settlement Hovea, where three families lived before 1940. The track then turns west across Lowden Road and on to Two Mile Road, entering the Grimwade pine forest at Tower Road and Stage 17B. The Noggerup Connection from the main Bibbulmun Track connects this route at the intersection of Warrigal and Two Mile Roads.

Stage 17B to 17C (5.6 km)

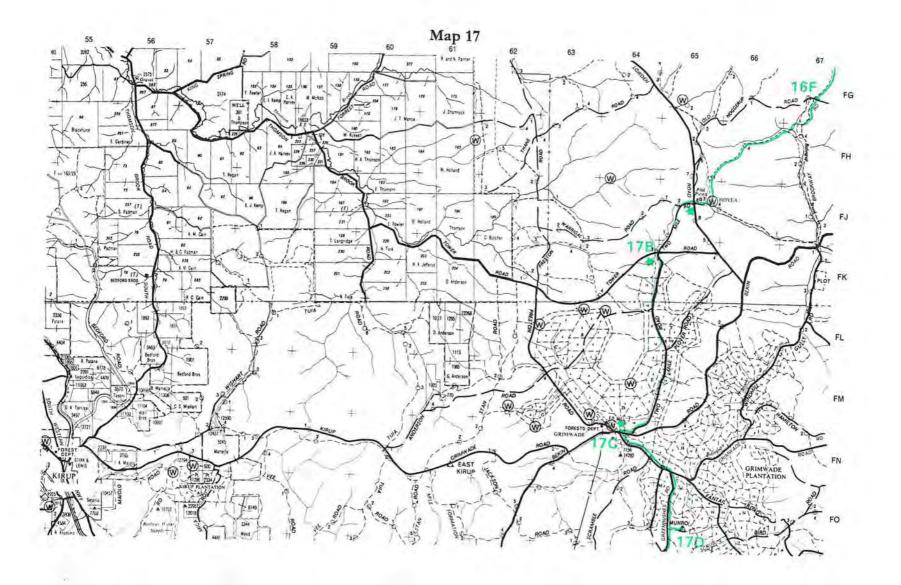
The track leads through tall pine forest to Bekin Road and the Grimwade forest settlement with its pine sawmill and a general store. The town was established in 1910 by Millar's Marri & Jarrah Co., and was then known as East Kirup. It was quite a large mill town until the mill closed in 1928, and some of the original houses became the foundation of the forestry settlement. Pine planting, mainly radiata, began in this area in 1933. Be careful of fire in this flammable forest and remember that camping is banned.

Stage 17C to 17D (3.6 km)

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From the Grimwade store travel south-east along the Greenbushes Road past some of the housing and through more of the pine forest. Notice that the forest has been managed in different ways—some areas are thinned or pruned and others are not.

After passing several road junctions, Greenbushes Road re-enters jarrah forest, where there is a display of wildflowers in the spring. About 500 m further on is the turn-off to Munro fire tower, another 500 m east.



Stage 17D to 18D (6.5 km)

Munro tower is 34 m tall and it provides a panorama of Grimwade pine forest. Use of these towers is declining as aircraft are increasingly used for fire spotting. From the tower continue along Greenbushes Road, through high quality jarrah forest, to the north-west corner of Location 1172 where a turn is made on to Ammon Road. Continue south-west on Ammon Road, over a gravel ridge and into the valley of Ammon's farm on Location 2723. From the farm, where the trees were mainly marri and blackbutt, the jarrah forest returns as the hill is climbed, the understorey species including snottygobble (*Persoonia longifolia*), Blackboy (*Xanthorrhoea preissii*), zamia palm (*Macrozamia reidlei*) and the spear bush (*Xanthorrhoea gracilis*). Reference tree FQ 63 4 is an example of fiddleback jarrah grain and Stage 18D is 600 m further along Ammon Road.

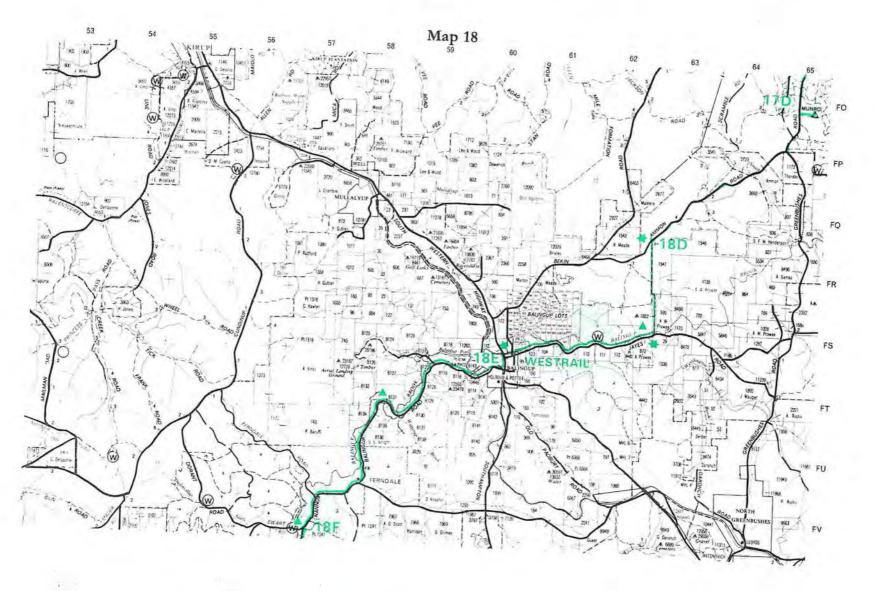
Stage 18D to 18E (7.3 km)

From Ammon Road the track cuts due south to Jayes Road on Ballingup Brook, then runs west into Balingup town. This area has an interesting history—the oaks and plane trees were planted about 1880. The town is named after "Balingan", a native warrior who was born here. The first settler, Mr. Walter Padbury, took up 32000 hectares in 1856 and in 1889 Edmund Moore leased Balingup House (near the bowling club) for an inn and coaching stage between Bunbury and Bridgetown. The district of Balingup was proclaimed in 1875.

Stage 18E to 18F (9.5 km)

Balingup is a good start/finish place on the track because it is on the Westrail bus route, has a store and a hotel. Follow the avenue of pines along the Nannup-Balingup road, pass the post office, swing left and then right, pass the cheese factory, and continue along one of the most scenic roads in the whole South-West. Pass by gentle fields, old sheds and graceful old trees. About 7 km from Balingup is Somerset Grove and the historical Ferndale homestead. The century old house was home for the first settler in the locality, Mr. Padbury, who arrived in 1856. It is being preserved by the Forests Department and the grounds developed as a picnic area. Near the house is a large pool in Balingup Brook. on which duck, coot and heron are commonly seen. Further along, below the junction of Balingup and Ferndale Roads, is a small swamp where birdlife abounds from winter to late summer. Coot and duck nest here while heron, cormorant, grebe and hawk are frequent visitors. Continue to Ewart Road and Stage 18 F.

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Stage 18F to 19E (2.8 km)

Continue along the Nannup-Balingup road, through scenic agricultural landscape and past old farmhouses, until reaching Wright's Bridge over the Blackwood River. After crossing the bridge there is a campsite with safe fireplaces about 200 m downstream along the bank. Within a short time these pines will be producing logs commercially for particle board and sawn timber. Continue south along Pinea Road, south again along Sabiniana Road to Kauri Road at Stage 19F. Please be extremely careful with fire in the pine forest and remember that camping and lighting fires is prohibited.

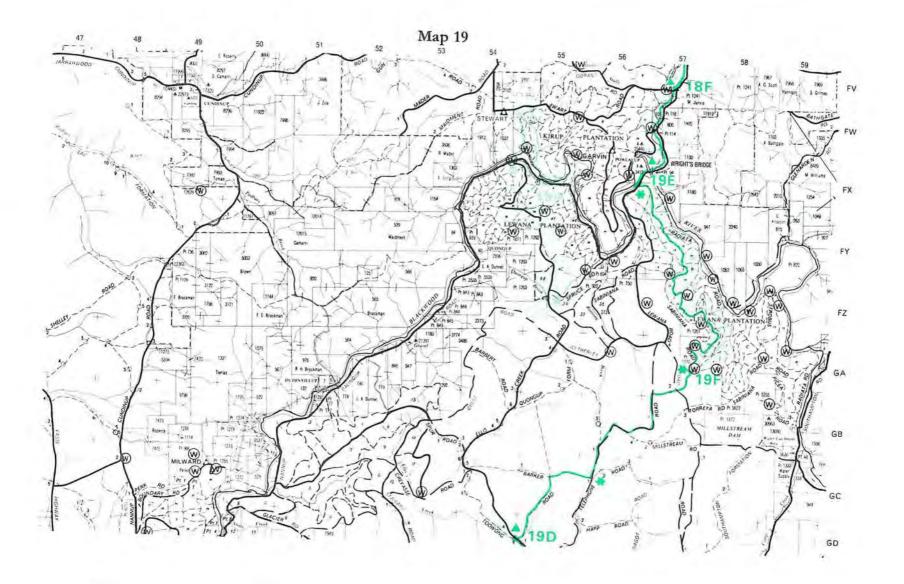
Stage 19E to 19F (7.7 km)

From Wright's Bridge walk west along a track between the main road and the pines for 500 m to Pinea Road. Many species of pine have been planted for scenic value, but also to evaluate their rate of growth and suitability for commercial planting. Turn east and follow Pinea Road south through the pine forest, where there are interesting vistas across the Blackwood Valley. The trees here were planted between 1966 and 1968, and they have now been thinned and pruned to produce logs with timber free from knots.

Stage 19F to 19D (8.6 km)

Follow the track west towards Telephone Road, after crossing Wetherley Road. Follow Telephone Road and observe the silvicultural treatment of this fine jarrah forest where, after trade cutting, the non-useful trees were removed prior to a hot regeneration fire. The dense forest of saplings resulted from this treatment. The route follows Barker Road for 1 km then swings south to rejoin the main route on Ellis Creek Road at 19D.

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THE NOGGERUP CONNECTION

Walkers seeking a three to four day excursion, to suit a long weekend or Easter, may find the Noggerup Connection suitable.

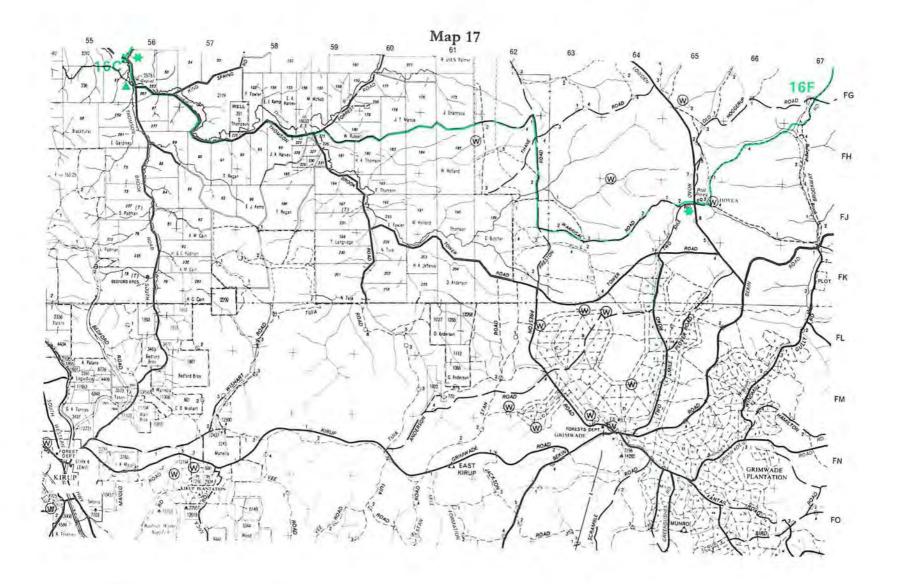
Stage 14A, near the Collie-Roelands road is the start point from which to travel the main route as described via Stages 14B to 14F, 15A to 15D, etc., as far as 16C.

Stage 16C and turn east about 600 m south to follow Thomson Brook Road to Forrest Road. Travel Forrest Road for 400 m, then take a right turn along a lesser road running in an easterly direction to meet Preston Road after 6 km, at reference tree FH 62 1. Turn south and follow Preston Road to Warrigal Road; turn east again and follow Warrigal Road for 4 km, meeting the eastern route at reference tree FJ 65 2 on Two Mile Road. Follow the marked route north-east, through the pines at the old Hovea settlement and on to the Noggerup Y.H.A. hostel. This leg measures approximately 36 km, and follows existing roads and tracks all the way.

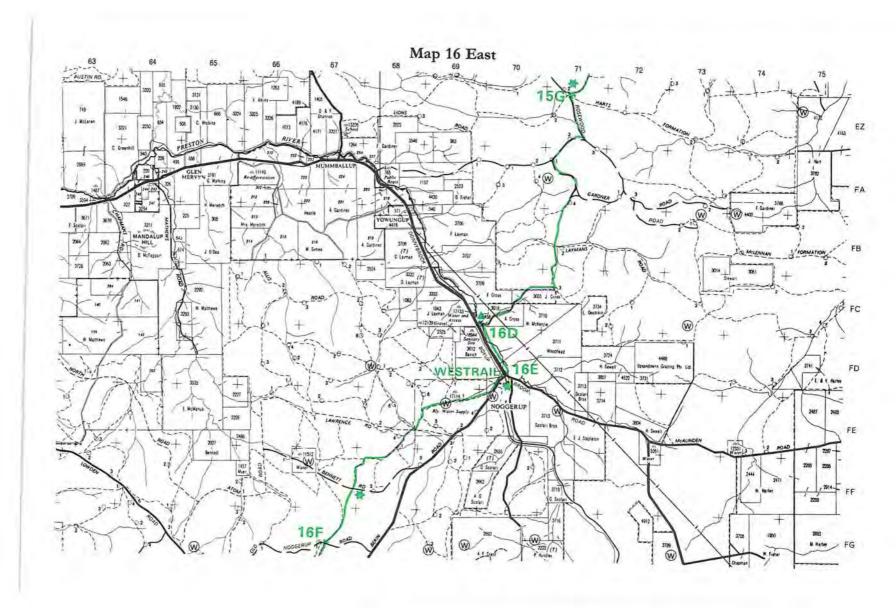
The final day is a return trip from Noggerup, following the eastern route through Stages 16F, 16E, 16D, 15G, etc., to finish in Collie town at 14K, the bridge over the south branch of the Collie River. Distance walked from Noggerup to Collie is about 37.5 km.

The track is now joined by one of the Collie Circuit Routes (Tynedale Route). This is also a starting point for the Noggerup Connection, which is described after the Collie Circuit Routes on page 80.

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PEMBERTON CIRCUIT ROUTES

There are three circuit routes of different length starting from Pemberton. They are:

EAST BROOK Route CROWEA Route WARREN Route	RED (9·9 km) BLACK (37·0 km) BLUE (67·4 km)
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By combining routes you can plan walks of varying lengths. All routes start opposite the Pemberton Post Office, which is also the terminus for the Westrail road bus.

The town is a popular tourist centre (population 500) with several guest houses, stores and a hotel.

Enquiries can be made by contacting the Pemberton Tourist Bureau, which has an office at the south end of the main street, and is well worth visiting for information brochures.

Since most of the water courses in this area flow all year round, perennial streams have not been specially marked.

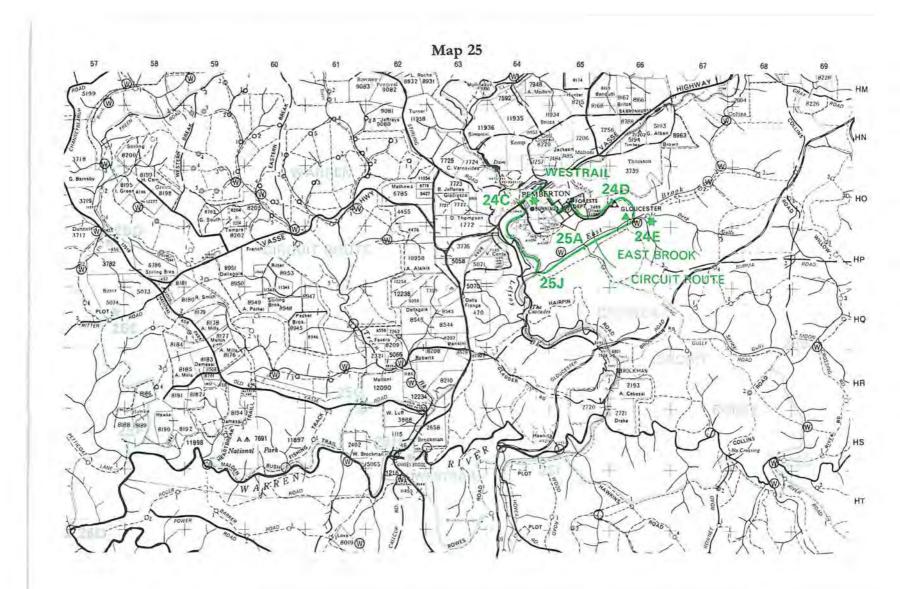
EAST BROOK ROUTE (RED)

Stage 24C to 24D (2.4 km)

Follow the signs uphill through this picturesque mill town to the Gloucester Tree. The town developed early in the century, following the establishment of the first timber mill in 1913, and since then has been the home of many colourful characters. It was named after a sea captain, Pemberton Walcott, who took up land and established a farm just north of the town in 1862. Gloucester Tree was named after the Duke of Gloucester, who visited the site during construction of the cabin in 1947. This 64 m tree is one of the many fire lookouts in the South-West and forms part of the Forests Department fire detection network. It is manned throughout the fire season. There is additional information on a board at its base.

Stage 24D to 24E (1.2 km)

From Gloucester Tree follow Burma Road down a fine karri hillside which is a scenic reserve to Stage 24E at East Brook.



Stage 24E to 25A (1.7 km)

The route follows the creek along the East Brook walking trail, which is an old logging railway formation through karri forest.

Stage 25A to 25J (1.4 km)

At this point the East Brook Route leaves the main track and Crowea Route, which both head off to the south-east. Continue along East Brook walking trail to rejoin both Crowea and Warren Circuit Routes near Lefroy Brook.

Stage 25J to 24C (3.2 km)

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Return to Pemberton, passing Bunnings' sawmill on the way. This is the largest sawmill in the state, cutting mainly karri logs from the surrounding forest.

CROWEA ROUTE (BLACK)

Stages 24C to 25A (5 km) of this route are the same as the East Brook Route (Red) and have been described previously.

Stage 25A to 25B (7.3 km)

The track follows Spring Gully for most of the distance along an old logging road. The karri forest here was cut in the late 1950s and you can see how it has regenerated since that time.

Stage 25B to 25C (3.7 km)

Continue along the Spring Gully line to the Warren River. At this point an excellent example of early bridge construction can be seen. This trestle bridge, over 100 m long, carried logging trains for nearly ten years before conversion to a road bridge. Massive clumps of blackberries introduced by early settlers and timber workers occur in the Warren River valley at this very picturesque spot. There are also marron and trout in the river and they can sometimes be seen on the sandy bottom from this bridge.

Stage 25C to 25I (8.9 km)

About 500 m from the bridge the main track to Northcliffe continues along River Road. Follow the Crowea Route (Black) markers across a creek and on through Crowea state forest, with a mixture of karri, marri and jarrah bush, to meet the Warren Route (Blue) on the Pemberton-Northcliffe railway line. In the spring time this area is noted for displays of crowea and hovea wildflowers.

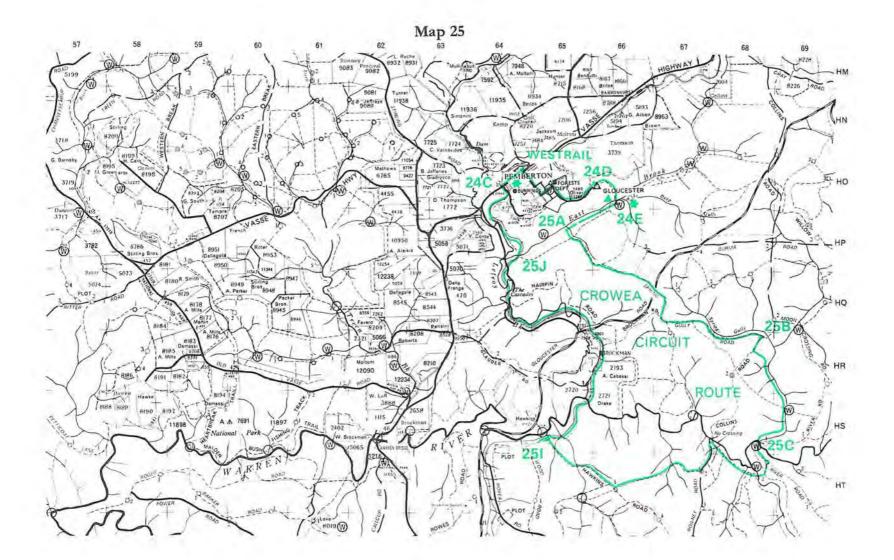
Stage 25I to 25J (8.6 km)

Follow the railway line north towards Pemberton, passing through former tobacco farms, before re-entering state forest. These farms (Locations 2720, 2721 and 2193) were settled about 1906 by two Czech settlers named Glauder and Churney and Jack Langer. It is fascinating to explore the area to find a shed with a shingle roof and split rail fences. Re-entering the forest, note the young karri regrowth north of Lefroy Brook. This area was regenerated in 1971 following logging operations. Karri regeneration is obtained by the retention of "seed trees" at the time of cutting. These trees provide seed following the burning of slash and logging debris on the ground when ripe seed is available. The resulting carpet of ash provides a very fertile seed bed for the young plants, which germinate the next winter and may grow up to 6 m in the first two years. The track passes through the Cascade picnic spot along the Cascade Trail by the Lefroy Brook, where water flowing over the black rocks is particularly attractive at all times of the year. The track then rejoins the East Brook Route (Red) a little further on.

Stage 25J to 24C (3.2 km)

All three circuit routes now lead north into Pemberton as directed previously.

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WARREN ROUTE (BLUE)

This is the longest circuit route, but you can walk short sections of it by returning to Pemberton along any of the following well signposted bitumen roads.

Stirling Road from Stage 24F. Distance 6.7 km or 9 km depending on the route taken.

Vasse Highway from Stage 25D. Distance 14-9 km.

Pemberton-Northcliffe road from Stage 25H. Distance 10 km.

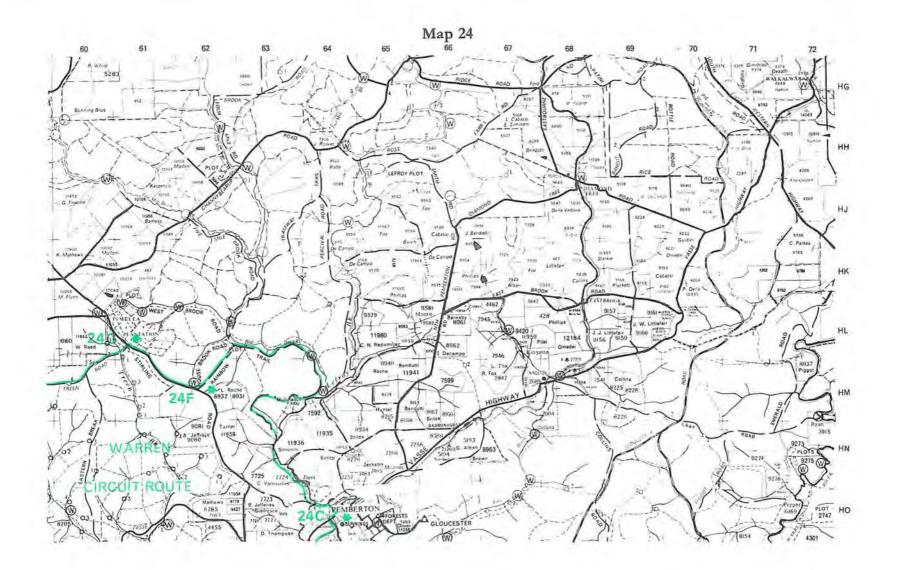
Stage 24C to 24F (12.6 km)

From the Pemberton Post Office go south down the main street and turn right near the bottom, along the road to the swimming pool, then left and walk past the caravan park, crossing Lefroy Brook near the swimming pool, to Rainbow Trail. The track follows this former logging railway along Lefroy and Big Brooks, through graceful second growth karri forest to Stirling Road. This forest was regenerated in 1930 following cutting by the Pemberton sawmill. Points of interest: the Karri Oak and Rifle Range picnic spots and Big Brook Arboretum. Forests Department information signs give information on interesting points along the trail, the publication *An Invitation to Rainbow Trail* is available from the Tourist Bureau or the Forests Department.

Stage 24F to 24G (2·2 km)

Turn west along Stirling Road for 1.6 km to Treen Road. Note the fine karri regrowth stands north of Stirling Road, which have recently been thinned to promote more rapid growth. The Pimelea pine forest, established in the early 1930s, grows just north of Treen Road. A small detour (1 km, follow the signs) to King Radiata and the Sequoia Grove may be made.

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Stage 24G to 25D (10.0 km)

Turn down Treen Road, noting the magnificent jarrah tree (signposted). The track follows Treen Road into the valley of the headwaters of Fly Brook, then by farms to Vasse Highway. The karri forest in this area was cut over by the Pemberton mill during the early 1930s and the magnificent regrowth stands have grown following regeneration operations by the Forests Department in 1939 and 1940. The farms near Fly Brook were settled about 1922 as part of the Group Settlement scheme to settle mainly migrants in communal groups. The scheme was largely a failure, with settlers enduring extreme hardship, especially through the depression years, but most farms in this area were originally established under this scheme. A small area of National Park straddles the highway.

Stage 25D to 25E (3.2 km)

Follow the markers from Vasse Highway, and as you walk note the dramatic change in forest type, at Fly Brook. The fine karri forest north of the brook is associated with fertile red soils derived from granite gneiss. The open stunted jarrah stands occur on infertile white sandy soils. These areas have notable wildflower displays in the spring.

Stage 25E to 25F (5.4 km)

Prime karri country is again traversed while following a bush track, until the farmlands are reached just north of Warren River Note two old forestry fire lookouts (signposted). Gardener Tree No. 1 was built in 1939, but was replaced by Gardener Tree No. 2 in 1941, when logging operations surrounding the No. 2 tree had been completed. The No. 2 tree (56.7 m tall) was used continuously until 1970, when it was condemned due to crown dieback and termite attack.

Stage 25F to 25G (9.9 km)

A track to the Yeagerup Dunes leaves the route at this point and is described on Map 26 West.

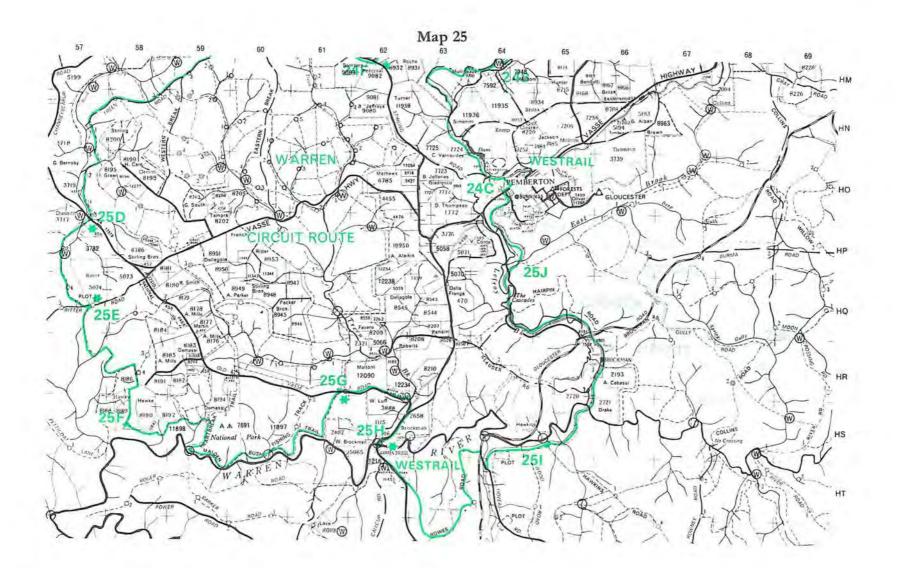
At this point the trail enters the Warren National Park, a 1350 hectare reserve with large areas of pure virgin karri forest. Excellent views of the Warren River can be seen as you walk along Maiden Bush Trail with towering karri trees on the steep valley slope. The river here has marron and trout and in the forest a profusion of wildflowers bloom in spring. There are several picnic sites with safe fireplaces along this track and places where you can launch a boat or canoe.

Stage 25G to 25H (3.6 km)

When you reach Ralph Road follow it past Moltoni's farm and cross Treen Brook, named after the first surveyor in the area, to the Pemberton-Northciffe road, then go south to Warren Bridge.

Ralph Road was built by convicts to link the pioneer Brockman settlement on the Warren River with Vasse (now Busselton). As you approach Warren Bridge pass by the historic Brockman farm, which was the first settlement in the area in 1861. The original homestead, built of locally produced bricks and pit sawn timber, is still inhabited and can be seen from the main road, just before reaching the bridge, together with split rail fences and old shade trees. Mr. Edward Brockman came to settle here from Gingin with the object of breeding horses; many of which were sent to India. He later ran cattle and grew maize and wheat in the paddocks around the house.

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Stage 25H to 25I (8.7 km)

Cross the Warren River and continue through Brockman National Park, a small reserve of magnificent virgin karri. Leaving the National Park, the track winds through open jarrah forest by the Brockman Sawpit. These original pits, used by convicts when sawing boards for Brockman's homestead over 100 years ago, were rediscovered recently and have been rehabilitated. Information booklets are available at the site. The track continues to Gloucester Road, which is a major logging road constructed by the Pemberton sawmill. Not far beyond Gloucester Road the track follows the Pemberton-Northcliffe railway line. Construction of this line commenced in 1924, and was completed in 1929, to service the Northcliffe group settlements and timber industry. It was for many years the most expensive railway line in W.A., costing over \$20,000 a mile. Follow the railway line north to join the Crowea Route.

Stage 25I to 24C (11.8 km)

Return to Pemberton along the railway line, following the path described previously for the Crowea Route.

YEAGERUP DUNES DIVERSION

Stage 25F to 26D (4.7 km)

Leave the Warren Circuit Route along Petticoat Lane and follow the markers through steep, dense karri forest, returning to the Warren River near a rocky ford. This point is an excellent access point to the river to launch a small boat or canoe.

Stage 26D to 26E (5.2 km)

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Travelling out of the Warren River valley, through karri forest, follow the track south into the sandy coastal country, one of the most isolated areas in the South-West. The track passes by the freshwater Yeagerup Lake which is a permanent home of water fowl, and 1.5 km further on you will climb on to the Yeagerup Dunes, the largest mobile dune in the South-West. This natural dune, which is about 8 km long and up to 3 km wide, was noted in the journal of probably the first explorer in the area in the 1830s and is slowly moving inland, burying swamps and stands of karri. The wind-sculptured sand makes a fascinating desert landscape and the tenuous hold of the occasional bush on the dune and the fantastic shapes of pieces of wood blasted by the sand make a visit to this area extremely interesting.

