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This self-guiding tour prepared by the Forests Department, helps the independent tourist learn about and enjoy the beautiful high forests for which the Manjimup region is famous.

Self-guiding tours can be enjoyed at a leisurely pace, or more quickly if desired, allowing visitors a combination of pleasant vistas and a little informal education in the botany, ecology, agriculture and social history of the region.

CAUTION

Before setting out on the tour, it is as well to appreciate that some of the roads have loose gravel surfaces and are also used by heavily laden trucks, so please DRIVE CAREFULLY!

During storms, or any time of the year, trees may drop branches or even blow down across roads. The grey kangaroo is apt to cross the road without warning at any time of the day, but especially near dusk or dawn.

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

Stop 5 of this tour is equipped for picnics and barbecues.

This route travels south and west from Manjimup and partly duplicates the Pemberton Forests Scenic Drive.

It is possible that stopping place markers may be damaged by fires and vehicles, or obscured by forest regrowth, and may not always be easy to find. However, the sites are described as fully as possible to assist you. The tour will take about two and a half hours.

Stopping
Place No.

1

SEVEN DAY ROAD

Commence at the Manjimup Post Office and follow Highway One in a southerly direction (toward Pemberton and Walpole), and at 3 kilometres from the Post Office, turn right at Seven Day Road.

As you leave town, notice Bunnings Production Centre on your left. This is the site for the drying and dressing of many thousands of cubic metres of sawn timber every year, both for state and export customers.

Positioned in front of the office is an old bush locomotive which was used to haul train loads of logs from the bush to the mills in the district. A whim, formerly used to support the weight of logs when bullock and horse teams dragged logs from stump to bush landings, is also displayed.

Near Bunnings, and again on the left, is Manjimup's "Sunmost" fruit cannery. The cannery was initiated by Shepparton Preserving Company, but is now operated by a local producer co-operative.

As you turn into Seven Day Road, you will be entering one of the oldest access routes in the district. In the early days there were two settlements in this region, one at east Manjimup, the other on the Donnelly River, about 30 kilometres west of Manjimup. This road was constructed to connect the two settlements. Each settlement was responsible for construction of part of the route, and working outward from their settlements, they constructed the road, using the crude implements of that time. The two roads met at Twin Gully Bridge and the opening of the road was celebrated at that site with a picnic feast of a barbecued steer.

The road was later named Seven Day Road after the Seventh Day Adventists of the Donnelly Settlement, who used this road as an access to town and railhead, and although the

name of the road was disputed soon after its construction, the name has remained the same to this day.

Many of the farms along this road were settled in the early part of this century, well before group settlement times.

Stopping
Place No.

2

FONTY'S POOL

Continue along Seven Day Road for about 6 kilometres until you reach the turn-off to Fonty's Pool.

This stop is beside the farm of the Fontaninis, which was settled by two Fontanini brothers in 1907 and was one of the earlier farms of the district.

The creek here was a camping spot for the aborigines as they moved from the settlement on Lake Muir through to Scott's settlement on the Donnelly River. Here in this swamp area, they would flush out wallabies with the help of dogs and men beating the bush. The howling of the dingoes and the closeness of the aboriginal camp was quite unnerving for the young Mrs. Fontanini in her shack which was situated half-way up the orchard on the hill behind you.

On your left is Fonty's Pool which was initiated in the early part of this century. It began as an area that was excavated to protect and form a cellar of some sheds in which Fonty stored apples. The excavated area was used as a vegetable garden. When the time came to fallow it, it was filled with stream water in the hope of enriching the topsoil—with the long-term plan of growing vegetables there again. During this time Fonty taught his children to swim. Attending school at Dean Mill, the Fontanini children spread the word of the dam, and soon a deputation of teachers came to inquire if they could teach the school children to swim there.

Stopping
Place No.

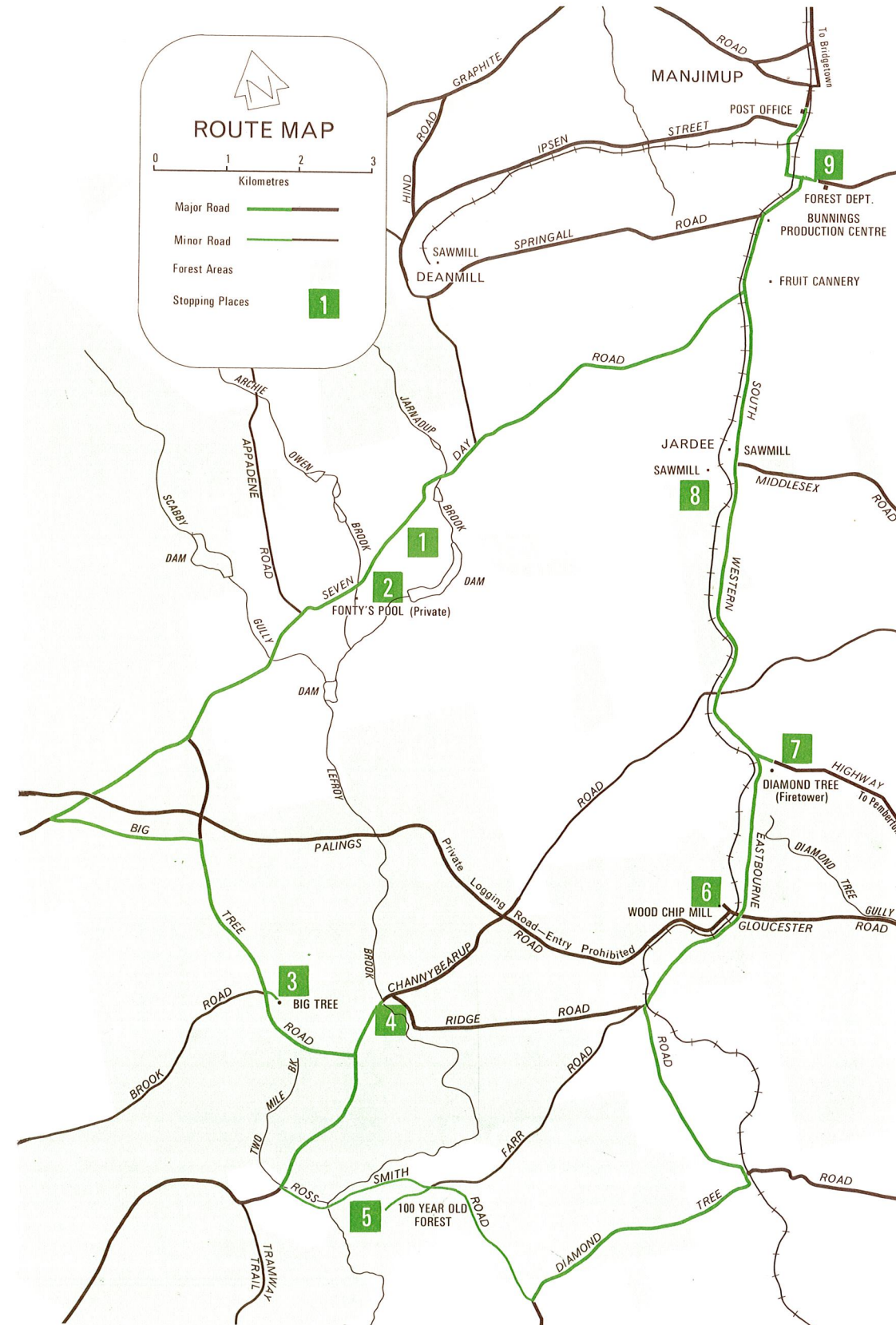
3

BIG TREE ROAD

Continue along Seven Day Road, passing more farms. Enter the karri forest, cross the large logging road—DO NOT TURN LEFT OR RIGHT—and continue on until you reach Big Tree Road where you turn left. Drive on until you reach the intersection of Big Tree Road with Brook Road.

You are now within the forest. You will see three main tree species on this tour, each of which can be indentified along this road. Karri (*Eucalyptus diversicolor*) is the tree that is best known, but almost matching it in size and beauty are two other species, marri (*E. calophylla*) and jarrah (*E. marginata*). A description of each of these species follows.

KARRI, usually the tallest of the three types, is the large tree with whitish, smooth bark. The tallest standing karri tree is 87.8 m high. The colour of karri bark changes periodically as old bark is shed each year, usually in the early autumn. Karri has been the main saw-milling tree of the district since Jardee, Pemberton and Deanmill sawmills opened in the period 1912-14. It produces exceptionally hard and strong timber which can be used for many purposes from paper pulp and plywood to heavy structural beams.



at Ross Smith Road just before you reach the farm. Drive for 2 kilometres along Ross Smith Road and turn right at the finger post for the One Hundred Year Forest.

This is a most interesting area, both from the historical and forestry points of view.

Although it may seem hard to imagine, this area was once a small farm. It was selected and cleared by a Mr. De Courcey Lefroy, a member of one of the greatest pioneering W.A. families. Lefroy came to this area sometime in the mid 1860s, cleared the mighty virgin karri forest, and planted wheat crops here.

Lefroy, like many of the early settlers who followed him, had incorrectly assumed that the red loamy soil on which the huge karri trees grew was very fertile. In fact it is not, and heavy applications of fertilisers are needed to grow any crop, except the karri trees which are perfectly adapted to the site. Needless to say, the early settlers knew nothing of superphosphate, urea or trace elements. Lefroy's wheat crops failed and in the early 1870s he abandoned his farm and left the district.

In 1875 a fire induced seedfall from the surrounding karri trees. Seed falling on the bare paddock germinated the following winter, and a new "wheatfield", this time of young karri seedlings began. The area was then apparently forgotten until it was re-discovered by forestry officers on survey work in the area in 1916.

By this time the karri regrowth crop was 31 years old and its value was quickly realised. Shortly after it was dedicated as State Forest. One hundred years after Mr. Lefroy's clearing and cultivation, a magnificent karri forest grows again on this site. One hundred years is a relatively short period in forestry terms, so this area is a prime demonstration of the productivity and natural regenerative powers of the karri forest. While it is impossible not to mourn the cutting of the virgin forest, all can take heart from the sight of this 100 year-old forest, that regrowth forests of tomorrow will be equally, if not more attractive and valuable.

Tree Road until you reach the South West Highway (about 2 kilometres). Turn right at the highway and right again for Diamond Tree.

Diamond Tree Lookout is of unique design, as it combines the tree lookout with a four-legged wooden tower on top. It was built in 1941 and was used as a fire lookout until 1974, when it was superseded by spotter aircraft.

The total height to the cabin floor is 51 metres. At this height it provides magnificent views of the surrounding countryside, especially to the south-west, where the huge Yeagerup Dunes can be clearly seen, even though they are 40 kilometres away.

Unfortunately the tree is unsafe for climbing and has been closed.

Leading from this lookout site is a 500-metre adventure trail.

Stopping Place No. 8 JARDEE

Return to the highway, turn left toward Manjimup and continue along this road until you come to the turn off to Jardee. (There is a Millars sign on the right hand side of the road.) Turn left into Jardee and complete the short circuit in a clockwise direction.

Jardee is the oldest mill town in this area. Sawmilling has been going on at this site for over 60 years. Note the date on the school house on your left.

The houses in Jardee are mainly owned by the sawmilling company and are typical of the design of timber houses constructed in the forest country in the early part of this century.

Stopping Place No. 9 FORESTS DEPARTMENT ARBORETUM

Go back to the highway and turn left. Continue north until you reach the sign to Mount Barker, turn right, then first right again.

You should now be in front of Forests Department grounds. Park your car and take a walk around this small area, which contains a large number of tree species. Most species are named.

The Forests Department would welcome constructive comment or criticism of this self-guiding tour.

MARRI is also a large tree, usually with a rough black or dark grey and brown bark, growing to a height of about 60 m. Marri is sometimes known as "red gum" because of the red kino gum which is exuded from the wood and bark. The marri fruit is very distinctive, a large bell-shaped woody structure, commonly known as a "hockey nut". Marri timber is easily worked, but the prevalence of gum veins and loose rings has inhibited its use as a saw timber. Nevertheless, it is stronger than jarrah, seasons with much less shrinkage than jarrah and karri and takes paint well. It is not difficult to nail and does not tend to split as much as some of the lighter eucalypts. Although better than karri, it is not as durable in the ground as jarrah. Marri is of particular interest because it shows little decay or fibre breakdown, even in the heart of the tree. In a woodchip mill, this enables the species to be chipped as a whole tree operation, avoiding costly segregation of faulty material.

JARRAH is the smallest of the three, growing to about 55 m, with a greyish brown rough bark. It differs markedly from marri in that its bark is "stringy", that is, it has a strong vertical component, whereas marri bark is more "scale-like" in appearance.

Jarrah is W.A.'s prime forest tree and once grew in magnificent forests throughout the south-west of the state. It has been greatly depleted by agricultural clearing, uncontrolled cutting and burning prior to the formation of the Forests Department early in this century. More recently, the jarrah forest has been affected by a severe disease known as "jarrah dieback", caused by a fungus which rots the roots of jarrah and many other forest plants. The root-rot fungus may have been introduced to W.A. on the roots of fruit trees brought into the state many years ago and has since spread widely through many forest areas.



For the keen naturalist, biologist, or student, the real attraction of the karri region is seen in the interplay of these three species and the woody shrubs and ground flora species that live beneath them. They form a mosaic of vegetation types, governed by the soils and climate of the area. It is interesting to note the changes in soil colour and topographical position along this road. Note too the difference in height and density of the shrub layer under karri, and that under jarrah.

Changes also occur through time. The forest is a community of living organisms that, like us, change as they get older, and eventually die. It is dependent on fire to germinate the seed of new plants, to keep on renewing the forest with young vigorous individuals. Fire triggers off an ordered pattern of change which ecologists call a "plant succession". As the plant community changes over time, so do the animals that inhabit it. Thus, here in areas of dense shrub, you could expect to find many southern bush rats (*Rattus fuscipes*), while in areas of heavy litter you may find the mardo (*Antechinus flavipes*) and in recently burnt areas the grey kangaroo tends to congregate.

If you are now at the intersection of Brook and Big Tree Roads, and would not mind a small walk, it is possible to see Big Tree Fire Tower by following the signs along Brook Road. Do NOT TRY TO DRIVE, AS THE ROAD IS BLOCKED.

Big Tree was one of the first trees to be pegged as a fire tower and was used for fire spotting for four years, until replaced by Diamond Tree in 1941. The tree has not been maintained since this time and was damaged by fire in 1972. Do NOT climb this tree as it is UNSAFE. If you are interested in climbing a fire tower, try Gloucester Tree (Pemberton) which is normally open to the public.



Stopping Place No. 4 THE OLD MILL

Continue along Big Tree Road until you meet the T junction with Channybearup Road. Turn left and continue on for about 1 kilometre until you reach Lefroy Brook, turn right on to the track just after you have crossed the brook, travel on until you reach a fork in the road. Park your vehicle here and walk down the lower fork.

As you travel along Channybearup Road toward Lefroy Brook, notice again the change in forest trees. The jarrah and marri trees predominate early on the route, but as the road slopes down into the brook, karri becomes the dominant tree species. Note also the beautiful peppermint trees (*Agonis flexuosa*) that flank the brook.

On the Lefroy Brook there is a clearing, about 100 metres from the road, which was once the site of an old flour mill. The mill was built by John Giblett, late last century, to grind the wheat from his property, east of Manjimup. It was powered by a wooden wheel, fed by water from the waterfalls on the Lefroy Brook. This water wheel was of sturdy construction and it lasted for many years until it was destroyed by a bushfire.

John Giblett also built a small cottage to live in while the wheat was being ground. The remains of this cottage can still be seen close to the site of the old mill.

Stopping Place No. 5 THE "100 YEAR FOREST"

Turn around and travel on along Channybearup Road for about 3 kilometres. Turn left at Ross Smith Road just before you reach the farm. Drive for 2 kilometres along Ross Smith Road and turn right at the finger post for the One Hundred Year Forest.

Stopping Place No. 6 THE CHIP MILL

Retrace your path to Ross Smith Road, turn right and travel just over 2 kilometres and turn left on to the bitumen at Diamond Tree Road. Follow Diamond Tree and Eastbourne roads across the railway line to Stopping Place No. 6. Be careful after approximately 7.5 kilometres from the entry into Diamond Tree Road, as the road again intersects a logging road close to the chip mill.

You should now be in front of the arched entry into the chip mill. The logs that arrive here are unsuitable for milling for sawn timber. They are unloaded by a variety of forked log loaders, and stacked in the storage yards, or fed directly to the log infeed dock.

A 2-metre ring debarker is used to remove all the bark. Then, if the log is less than a metre in diameter, it goes into the chipper. The larger logs are fed to a twin breakdown saw which cuts them into manageable sizes, then they go into the chipper.

The chipper, one of the world's largest, has a diameter of 3.5 metres, is driven by an electric motor of 8053.2 kilojoules and is anchored to 500 tonnes of concrete.

The chips are moved to a conveyor (capacity of 1000 tonnes/hour), screened to size and stacked. A radial stacker fills rail bins of 1200 tonnes capacity to await transport.

At peak production, there is a train leaving for Bunbury every 14 hours, and the annual production will reach 680000 tonnes per year.

The public is not permitted on site, except on the company-directed tours. At present, the tours are at 10 a.m. on Tuesday and 2 p.m. on Thursday. Check on these times before going, as they could be subject to change.

Stopping Place No. 7 DIAMOND TREE FIRE LOOKOUT

From the chip mill, continue along Diamond Tree Road until you reach the South West Highway (about 2 kilometres). Turn right at the highway and right again for Diamond Tree.