

East Tyers Walking Track (ETWT)– Track Notes

Tyers Junction, now the Caringal Scout Camp) was where timber from the surrounding forests was consolidated and moved by trains 9.8km to Collins Siding on the Moe-Walhalla Rd, near the current turn off for the Caringal Scout Camp, Telbit Rd.

The East Tyers Walking Track follows one of those private tramways that fed Tyers Junction, it passes through three known mill sites, Nelsons, Munros West and Munros East. The mills started around 1919 and several tramways directly transported the timber to Erica. The Tyers Junction trainline commenced in 1926 to improve the movement of timber and support the many timber mills in the area and it closed in 1949. The 'Climax' locomotive used during this period is now used on the Puffing Billy Railway.

From the Victorian Heritage Database *"The Melbourne firm of Munro & Sons purchased the mill equipment in 1919 and established this mill on the Eastern Tyers River. It was moved to a new site, further west, in 1920."* The site where Munro's bought the equipment was O'Shea's Mill, about 1.6km away and for many the first/last overnight stop on the Australian Alpine Walking Track.



The ETWT is a pleasant fern and tall tree dominated walk alongside the East Tyers River, largely following the 'tram' tracks. At its most basic the walk is an 8km circuit with 7 river crossing, most have a 'log' bridge. An additional 4kms can be added by undertaking the side trip from Munros Western Mill site to Munros Eastern Mill Site (see additional side trip notes). The 8km walk will take around 3hrs, whilst the 12km walk 4-5 hrs. It is listed as a Grade 4 walk. The walk can be undertaken at all times of the year but is particularly pleasant in late summer and autumn. The walk should not be undertaken if the river is in flood or immediately after heavy rain.

- Water is available from the river for much of the walk, although the river water can be turbid at times.
- Mobile phone reception is generally only available on the higher sections of Monettes Mill Road and Finns Track. There is no mobile phone reception at Tyers Junction (Caringal Scout Camp).
- Leeches can be a problem during wetter periods and some sort of preventative action is recommended.
- The walk can be walked in both directions, but if starting from Tyers Junction anti-clockwise leaves the long easy downhill section until last.



These track notes are designed to be used in conjunction with the map. Distance markers on the map reflect these track points. The yellow path is the 8km circuit, green tracks are and the extra walk to Munros East and alternatives. The tracks were derived from a series of GPS traces and do not always align with the VicMap track. The map is available as a georeferenced document and will work with Avenza or Paper Maps. A GPX track with waypoints is available.

Getting to WTWT: The Caringal Scout Camp, Tyers Junction is 7km along Telbit Rd from the Moe-Walhalla Rd (29km north of Moe).

These Track Notes and Map are available to download from the Strzelecki Bushwalking Club web site. www.sbwc.org.au

The map is Geo-Referenced and will work on mobile phones that can run the software Avenza or PaperMaps, both are available as 'free versions' on the App Store and Google Play, of course it can be printed (its native size is A3).

East Tyers Walking Track Circuit:

0.0km – The track starts in the Caringal Scout Camp just north of the caretaker's house and over the single lane concrete road bridge. Park in a safe place near the entrance to the Obstacle Course and path to 'The Chapel'. Walk through the chained gateway, bearing slight left through the arbor tunnel, over the bridge and through to 'The Chapel' area. The ETWT starts on the far side. A signboard describes the walk.

0.12km – Walk through opening, noticing the 'tramway', a width suitable for horses pulling logs, in the track base can be seen the dips/depressions which contained the track sleepers (sleeper moulds). Note as you walk along how the track was kept level, the corners are wide and sweeping, the amount of cut and fill needed in some places, the deep cuttings (this was all done by hand) and how the track is kept higher than natural ground to keep it well drained. Do not forget to look up occasionally to notice the great forest you are walking through.

0.5km – Bridge 1 (B1) The first of seven/eleven creek crossings/bridges. The track becomes a T junction on the north end of the log, the C-Loop Track to your left (west) is mostly used by the scouts, and you will be returning along it, however, follow the big ETWT fingerboard point east/right. Shortly after this turn note the great hand-built stonework and look for evidence of the original bridge (abutments and some logs).

0.7km – You may notice an indistinct footpad heading north, this links to Monettes Mill Road, but serves little use for this walk.

0.8km – Bridge 2

0.9km – An indistinct path heads south off the ETWT, it climbs the hill, crossing and using several other 'tramways'. It links to Finns Road.

1.5km – Bridge 3: Turn right just before the end of the log, this turn can be missed if the track is slightly overgrown.



1.8km – Bridge 4: From Bridge 4 the landscape becomes wetter and more dominated by tree ferns.

2.6km – Bridge 5: Turn left behind the large gum near the end of the crossing.

2.7km – Bridge 6

3.1km – Bridge 7 is a bit of a challenging log bridge and you might get wet feet. Bear right at the north end of the log (do not follow the pad straight ahead). From here you will start finding steel rails from the tramway. You will also find many more animal pads because of the large number of deer in this area.

3.5km – The junction of Monettes Mill Track and ETWT is well sign posted. At this junction continue straight ahead (east) over a small creek and in 150m you will come to the site of Nelsons Mill and Munros Mills West.

3.7km Nelsons Mill and Munros Mill West. This makes a nice camping area; water can be found south at the river. In this area you will see numerous relics from its days as a mill site, boiler ash pile, bottles, bricks, an old kettle, and a large saw blade are along the track. Slightly to the south of the track is a large sawdust mound (note how after >70 years it has not decomposed). The area is quite densely covered with understory plants, which will be hiding a lot of site history.

From here you can either turn around and walk back to the previous junction or take a 4km return side trip to Munros Mill East, oh and another four crossings one without a bridge.

3.9km – Return to Junction of Monettes Mill Track and ETWT and head north along the track. The start of this track is clearly a tramway, but does not follow the tramway far, first following the creek and then climbing out along a track beside a logging coup. Much of this section was only rediscovered recently and is not as well developed, but it is well taped. It does have several short and steep sections.

4.6km - Monettes Mill Road. After a steepish climb you suddenly break out onto Monettes Mill Road, a well-maintained track leading south back to Tyers Junction. (North eventually leads to Southface Road). You will have good phone reception here (Telstra at least). Head south (left) along the track. Watch for old tree stumps with the springboard notches, from when the trees were cut by hand.

6.8km – Junction link track. On this sweeping bend if you look carefully you will notice a path that leads back to the ETWT (only 120m). You can take this option turning right when you hit the main path. It is suggested you take the next path.

7.0km Junction with C-Loop Track. The scouts have several paths through the area, most are marked with cut up squares of reflective corflute road signs (these work great at night). A small sign close to the ground indicates this path crossing the main track. Turn left (south) along this path, after a short descent you will be walking parallel to the East Tyers River again. After 250m you be back at your first river crossing.

An alternative is to keep following the Monette Mill Rd back to your car, which is very slightly shorter (0.9km vs 1.0km), but less of a pleasant walk.

7.2km Junction Bridge 1: You have just completed a circuit and are now back at the first bridge you crossed earlier. Turn right over the log bridge, following the track back to the Caringal Scout Camp. You will soon find yourself breaking out into The Chapel area, where there is a short walk back to your vehicle.

8.0km Finish

Side Trip Munros Mill East, 4 kilometres return 1.5-2hrs

From Munros West and Nelsons Mill site (3.7km) you can continue to explore the area by visiting Munros Mill East's site, featuring a very large sawdust mound, old boiler, many other relics. On the way you will pass a trolley, the horse drawn wagon used to move the logs along the tramways.

This section is not as well developed and is best suited to walkers with some navigational skills. It is far less defined, slower and wetter. The path after the trolley rarely follows tramways and winds its way along the north hillsides above the river.

Four more river crossings exist and being an in and out walk, you get to go over them twice. One crossing has no bridge and you will have



Munros Mill West (1920-1929)- (The Light Railway Research Society of Australia Inc No. 118 October 1992)



to ford the river. The water is normally knee deep, if the numerous previous crossings have suggested the river was in flood, then you best not cross at this point.

0.0km – For ease of navigation the kilometre markings for the side trip start and stop at the Nelsons Mill and Munro Mill West site.

0.4km – Watch for the non-intuitive turn

0.65km – Trolley used for hauling logs. Attached plate says “Recovered and set by 1st Trafalgar Scouts 18/5/1996”

1.3km – Bridge 8: Cross to the south side of the river

1.4kms – Signpost. Bear left keeping to the river and under the large fallen tree. The right turn (southeast, uphill 100m) will take you to an AWD track from Finns Trk. From here on the track is flatter and close to the river.

1.5km – Bridge 9: Head back to north side of river turn right (west) at the end of the log.

1.9km – Bridge 10: Well there is no bridge anymore. This is a genuine ford; you will get wet feet. The far side of the river can be muddy and is the deepest part of the crossing. Very shortly after crossing you will need to turn right away from river and do not follow the existing pad along bank.

2.0km – Bridge 11 is a big log crossing the river. On the far side a short track leads to the right and the mill site. The track continues for another 300m winding through the old mill site. The first object you will see is an old saw blade, this stands on the edge of a massive sawdust heap (consider how many logs were sawn to generate that much sawdust). You can climb the sawdust heap; however, it can be boggy and muddy towards the bottom of the heap. Following the path will lead to other relics of the site (if there are tapes explore the taped area), there is what appears to be a horse drawn turntable section, a large boiler and numerous bits of cast metal. Imagine what a different place it would have been 100 years ago.

The ETWT used to continue to the top end of Monettes Mill Rd and South Face Road and beyond (there was even a connection to Firebreak Track and Mt Erica), however work is still continuing to rediscover these track sections and it is strongly suggested to turn around at this point and follow your tracks 2km back to the Monettes Track junction.

