

# Rokeby - Crossover Rail Trail

Rokeby Crossover Friends Group – [www.rcfg.org.au](http://www.rcfg.org.au)  
See map on page 3.

## Getting There

The Rokeby Crossover Rail Trail Walk commences at Rokeby, 11 km north of Warragul. Travel to Rokeby on Brandy Creek Road, then access to the car park is via Lavinia St, Rokeby

## Flora and Fauna

We are privileged to see here a remnant of a forest type which was once widespread throughout West Gippsland. The forest environment comprises of Lowland Forest and Damp Forest vegetation types which support a diverse variety of flora and fauna.

## Attractions;

### Picnic area

A picnic area, free gas BBQ and toilet facility is available at the Rokeby Recreation Reserve.

### Rail Trail

Best time – All year, good surface, well sheltered

Fitness level - Low

Skill level – Basic

Complete return walk – 8 km

Time Require - 1 hour, 50 minutes

This forest Rail Trail is 4 km, with a 1 in 40 grade it rises 100m by Crossover. It is open for walkers, dogs can be taken on leads, horse-riders and cyclists. To complete the entire walk takes about 1 hour and 50 minutes, although it is easy to lose track of time as you sit and listen to the birds chirping in the trees, looking over fern valleys.

## 1. Pilgrim Creek Trestle Bridge

From the car park there is a sort walk down to the old railway track. Trains ran between Warragul and Neerim South from 1892. The railway line closed in 1958, operating for 66 years.

Turning right remnants of the Pilgrim creek railway trestle bridge can be seen. This bridge, built in 1890, was 23m in length and 5.5m high with 6 trestles.

## 2. Cavaletti

The cavaletti were constructed by the Rokeby Crossover friends group to allow horse access, but

restricts vehicles and motorcycles. From here on walkers, cyclist and horse riders have the Rail Trail to themselves, with the birds and animals of the forest.



## 3. Red Jacket Seat

The Rail Trail follows the valley of the Red Jacket Creek. It is not long before you reach the first of three seats. These sturdy wooden slat seats have been provided by volunteers.

## 4. Transmission Line Cross-over

Along the way 500kv electrical transmission lines pass over the Rail Trail. It is interesting to see the transposition towers' swapping the lines around. This balances the lines voltage due to interference over long distance, and reduces the electromagnetic fields.



## 5. Train Loading Site

In the old days of timber cutting the Stoll brothers were permitted to cut sleepers in this Forrest. They would stack the railway sleepers on the bank beside the track. When the train arrived they were only allowed 15 minutes to load as many sleepers as possible onto the train. This is one of several loading sites between Rokeby and Crossover.



## 6. Fern Gullies

As the Rail Trail makes its way towards the centre of the Crossover Regional Park the forest thickens, and amazing fern gully's can be seen.



## 7. Forrest Seat

Forrest seat on the Rail Trail is in the centre of the Crossover Regional Park and ideal place to sit and take it all in. The fragrance of the forest is quite special.

## 8. Gold

Gold was discovered at Crossover in 1864 and prospectors were reported to be working the Red Jacket creek in 1870. Small quantities of surface alluvial was found to tempt prospectors, however one prospect said "there is barely enough to provide a decent meal".

## 9. Big Gully Seat

This seat is located on the Rokeby side of the Big Gully. Normally a gully of this size would have been bridged, however a place was required for the material from the cutting, under the Historic Crossover Bridge.

Behind the seat is the site of a railway construction depot which included the construction manager's office, stores shed and works yard.



## 10. Railway Construction

Construction of the railway line from Warragul towards Neerim commenced 1888. It was tendered in 2 sections, this position marks the end of section one from Warragul which included four stations and opening in 1890. Section two started here and went

onto Neerim South and opened 1892. Some 270 men, 40 horses and 6 bullock teams were used on Section 2. The railway closed in 1958 operating for 66 years.

## 11. Deer Rub Tree

A deer rub describes the stripping of bark from the base of a tree caused by male deer rubbing this forehead and antlers against it. They do this in the late summer or early autumn, to rub the velvet off their newly grown antlers. Also there are a large number of sweat glands between their forehead and antlers, which leaves a scent to mark their territory



while attracting potential mates.

## 12. Crossover Historic Bridge

This wooden trestle bridge is the original bridge built by the railway construction contractor. With eight trestles it is 39m long and 15m high and approaching 125 years old, registered with Heritage Victoria. It is a key restoration project for the Rokeby Crossover Friends Group.



## 13. Cutting

At a depth of 15m and 800m long it was amongst the largest Victorian Railways cuttings at the time. Dug by hand and with the use of explosives, 52,300 cubic meters of soil was removed. Unfortunately it was not constructed without incident, after a land fall a worker was fatally injured. The cutting under the Crossover Historic Bridge allowed the railway line to cross a saddle from the Western Port to the Latrobe water shed, and then follows the Red Hill valley to Neerim South.



**Legend**

- Rokeby-Crossover Trail
- Rokeby Flora and Fauna Rail Trail

Rokeby Flora and Fauna Reserve

Old Crossover Station

Trestle Bridge