APPENDIX C
Cultural Heritage Assessment

Historical Context

This section is not intended to be a complete history of the region between Caboolture and Landsborough. Rather, it aims to provide a background history of land use for the prediction of local archaeological material as well as highlighting the potential historical sites that may be impacted on by the proposed rail upgrade.

Early European Exploration

Captain James Cook first named the Glass House Mountains in 1770 due to their resemblance to glass houses (Caboolture Historical Society n.d.:9). However, it was not until July 1799 that land exploration began when Matthew Flinders became the first European to touch land in the area and later climbed Beerburrum Mountain (Tutt 1995:9).

On 1 September 1824, Lieutenant Henry Miller of the 40th Regiment and a party of fourteen soldiers and thirty convicts left Sydney bound for Moreton Bay. The date of arrival appears to be 24 September 1824. The first European settlement in the region was established at Redcliffe, later to become part of the Caboolture Divisional Board. Lieutenant Miller declared the location unsuitable and gave the principal reason as the outbreak of fever. The settlement was removed in 1824-1825 to a site on the bank of the Brisbane River (Caboolture Historical Society n.d.:11).

Agricultural Development and Settlement

Intensive European occupation of the region surrounding Caboolture began circa 1850 when Henry Jeffreys took up a pastoral holding of 16 000 acres. It was bounded on the south and west by the Caboolture River, on the north by the Archer's property and the Glass House Mountains and in the east by a line due north from the junction of Wararba Creek and Caboolture River (Tutt 1973:6). Jeffreys' title was later transferred to John Vaughan and through to D. Graham in 1853, D. McGrath in 1854, Zillman, Gerber and Franz in 1855, and H. Jordan in 1859.

Sugar and timber were the first industries to develop in the Caboolture region with George Raff and Captain Whish establishing the first sugar plantations, though others soon followed (Caboolture Historical Society n.d.:17). Timber was a major source of income and employment in the area and sawmills were initially constructed by A. Johnson, F. Attewell and M. Zanow (Caboolture Historical Society n.d.:17).

Cotton was also planted and in 1861, the Caboolture Cotton Company established a plantation on the south bank of the Caboolture River. Cotton reached a high price during the American Civil War. Hence, applications were made to the Colonial Secretary for permission to increase cultivation on the north bank of the river.

Around the 1870s, the discovery of gold in Gympie brought prospectors and speculators through the district. They were transported on Cobb and Co. coaches and camps were set up at Cobb's Camp, Mooloolah and Mellum Creek (now Landsborough). Timbermen cutting cedar, pine and hardwoods soon followed. The establishment of small settlements and local industry greatly increased the number of people living along the rivers and creeks. Population continued to increase and, in conjunction with the establishment of the Caboolture River Ferry, encouraged further development northwards. Coach services allowed further expansion of settlements with

the rich agricultural lands along the near north coast attracting many farmers (Caboolture Historical Society n.d.:12).

In 1879, the Caboolture Divisional Board was constituted. It covered the areas now controlled by Redcliffe City Council, and the Shire Councils of Pine Rivers, Kilcoy, Landsborough and part of Maroochy (Caboolture Historical Society n.d.:19). In April 1903, the Caboolture Divisional Board was renamed the Caboolture Shire Council. By 1912, the boundaries of Caboolture Shire had been altered. The northern section was allocated to Landsborough Shire Council and the seat of local government moved there.

The construction of the rail system (see Section 5.4 below) allowed the dairy, agricultural and timber industries to further develop in the region. Previously, bullock wagons, coaches and steamers were used to transport produce. Due to the time taken to deliver goods, this sometimes resulted in produce spoiling, particularly fruit. The rail system not only ensured the more effective transport of perishables, logs could now be transported relatively easily to Brisbane without having to be floated downriver or transported by paddle steamer (Brocklesby 2002:7).

Other industries flourished following the introduction of the rail system, including sugarcane, fruit, vegetables and butter (Brocklesby 2002:7). By 1890, pineapples were being grown in Caboolture and citrus was extensively cultivated at Elimbah and south towards Caboolture township.

Facilities were built at the stations to allow goods to be loaded onto trains. In 1897, timber-loading stages were built at Beerwah and Landsborough Stations and by the 1920s livestock yards had also been erected (Figure 3) (Brocklesby 2002:7).

More recently, large tracts of land were cleared for planting exotic pine forest for timber and paper products. The first block of pine forest was planted in the Caboolture Shire in 1957. Plantings in 1961 exceeded 500 hectares and under the 'Chandler Policy', a land acquisition programme aimed at ensuring independent supplies of raw materials; this had almost doubled by 1965. Some of the land granted for pine plantations was unused or abandoned farmland, rundown dairy farms or Wallum country. In addition, the APM purchased large numbers of farms that were still viable.

Photo a: Bullock Teams at Landsborough Station Yard (Armstrong & Kerr 1975:10)

Frontier Conflict, Dispossession and Marginalisation

Initial contact between the Indigenous inhabitants of the region and Europeans was fraught with conflict. In 1799, Flinders dropped anchor at Skirmish Point on Bribie Island. He subsequently explored the 'Pumicestone River' and sailed up Glass Mountain creek, from whence he explored the Glass House Mountains. He approached Aborigines on the shore offering a hat which he wanted to exchange with a net bag. An Aboriginal man indicated that he also wanted Flinders' own hat, this request was refused. Flinders and his men returned to their boat and after declining to return to the beach as the Aborigines wished, the Aborigines threw sticks at them harming no one. In return, Flinders fired on the group of Aborigines wounding one (Caboolture Historical Society n.d.:9).

Europeans at the newly established Redcliffe settlement also experienced violent clashes with Aboriginal groups. Two convicts and a soldier were speared just outside the boundaries of the settlement (Caboolture Historical Society n.d.:11).

In 1841, the Archer brothers, living at Durundur Station, recorded their observations about the local Aboriginal people. In a letter to William Archer, dated 1845, Charles Archer recorded that David Archer would punish the Aborigines for stealing sheep or petty theft. As a result, they had gained an understanding of the rights of property. Following this, Archer employed them in various occupations, for example, procuring bark, breaking up ground with hoes, and carrying rations to sheep stations. In return, the Aboriginal people received sweet potatoes and Indian corn, some of which they had planted themselves. Archer's stock and shepherds were not harmed by the Aborigines whilst those of neighbouring properties were.

As European settlement expanded towards the middle of the nineteenth century, conflict increased. Inspector Wheeler was appointed head of the Native Police circa the 1860s. Pugh's Almanac (p. 160) recorded that in August 1862 there were 'several blacks reported to have been shot by the Native Police under Lieutenant Wheeler at Cabulture in consequence of certain depredations having been complained of by the settlers'.

As European settlement continued to encroach on Aboriginal lands, poisonings and shootings persisted. Aboriginal resistance strengthened and by 1866 more than 600 settlers had been killed by Aborigines (Robinson & York 1977).

In 1877, an Aboriginal Reserve was established near White Patch on Bribie Island (Petrie 1904). This reserve was abandoned and after 1887 most of the Aboriginal people were removed to Barambah (Cherbourg). Another reserve was established at Durundur, c. 1870s under the management of Smith, Wood and Nicholson (Johnston 1988:117). In 1882, the reserve reportedly contained about 40 people but there appears to have been considerable freedom of movement for the Aboriginal people. By 1900, most of the surviving people were also removed to Cherbourg.

With the introduction of the *Aboriginal Protection and Restriction of the Sale of Opium Act 1897*, the lives of Aboriginal people were further restricted. Meston recommended, and succeeded, in establishing reserves designed to isolate Aboriginal people, keeping them away from the 'harmful' effects of European society, such as alcohol, opium, vagrancy and prostitution (Johnston 1988:114-115).

A number of Aboriginal people continued to live in the region until the turn of the century. Some of who worked on properties, for example Menvil Wanmuran was a stockman on Joseph Delaney's property, 'Narangba' (Tutt 1974:10). The descendants of Tilly Dalton were able to maintain their connection with their Traditional lands, continuing to live at Caloundra throughout this period of dispossession and through much of the twenthieth century. Their Traditional camp was finally disbanded in the 1960s when their old people were taken to Cherbourg. Aboriginal

people are today trying to re-establish their traditional connection with the area and are actively involved in the development of the region.

The North Coast Rail Line

In the late 1800s, when gold was discovered in Gympie, pressure increased to build a rail linking Brisbane to Gympie. Two routes were proposed, a direct line along the coast, or an extension via Kilkivan of the Brisbane Valley branch constructed up to Esk. With the support of the Gympie Railway League, Brisbane merchants were able to ensure the direct route was adopted, further enhancing their competitive position in the Gympie market (Hallam 1998:2; Kerr 1998:84). The sparsely settled coastal region was characterised by a series of valleys separated by ranges. Timber, logged by sawmillers such as Campbell and Pettigrew, was the main line of production in the area (Kerr 1998:84).

Survey of the Brisbane to Gympie rail route began in 1882 and the section linking Brisbane to Caboolture was approved in 1884. John Robb secured the Caboolture contract in February 1886 and immediately began construction of bridges over the South and North Pine Rivers, Burpengary Creek and the Caboolture River. The section to Petrie (then known as North Pine) was opened on 1 March 1888 and the section to Caboolture on 11 June 1888 (Hallam 1998:2; Kerr 1998:84).

Survey of the Caboolture to Gympie route took six years as surveying resources were limited due to the large number of new lines being planned (Kerr 1998:84). The Stanley River route was surveyed in 1884 but in 1885 a coastal route began to develop. This route passed through Landsborough, west of Buderim and through Yandina (Kerr 1998:84).

Plans for the Caboolture to Yandina section of the line (Caboolture to Landsborough was Section 2 and Landsborough to Yandina was Section 3) were approved in November 1887 and the contract was awarded to T. Jesser & Co. in December 1888 (Armstrong & Kerr 1975: 13, 77; Hallam 1998:3). Major bridges were constructed over the Mooloolah River, Eudlo and Petrie's Creeks, and the South Maroochy River. This section also featured the only two tunnels on the entire North Coast Line, which were located on Section 3 (Kerr 1998:84).

The railway was built using picks, shovels, spades, cross-cut saws, jacks, broadaxes, winches, horse-drawn ploughs and wheelbarrows. Explosives were used to move rock and create tunnels. The rail line was constructed of sleepers made of tallow wood and blackbutt, piles, posts, bridge girders and transoms (Brocklesby 2002:3). The men who constructed the line included settlers, timber-getters and teamsters working to earn money to improve their homes and farmers. The majority of workmen were 'navvies', originally from England where they had built canals and railways (Brocklesby 2002:3).

The Caboolture to Landsborough line, measuring 32 kilometres, was opened on 1 February 1890 and measured 32km. Stations were located at Beerburrum, Beerwah and Landsborough (Hallam 1998:3). The line to Yandina was opened on 1 January 1891 (Armstrong & Kerr 1975:77). This reduced the time taken to travel from Brisbane to Gympie to twelve hours (Kerr 1998:84).

On 17 July 1891, the North Coast Line was declared open. It linked together the Southern and Western, Maryborough and Bundaberg Railways (Armstrong & Kerr 1975:13). Some of the first people to travel on the North Coast Line were troops sent to Central Queensland to suppress the Shearers' Strike. A Ministerial party celebrated the opening of the rail line on 18 July 1891 by travelling the return trip from Brisbane to Gympie in a train of American style end-platform carriages hauled by two Baldwin locomotives (Armstrong & Kerr 1975:13; Kerr 1998:85).

On 20 July 1891, passenger services began. A daily mail train ran from Roma Street to Gympie and Maryborough then continued up to Bundaberg. An early morning mixed train travelled

between Gympie and Brisbane as did goods trains which also took passengers. By 1898, the mail took 10 hours to reach Bundaberg from Brisbane. In 1908, the day train became an all-stops service and it was not until 1966 when dieselisation occurred that the service ran any faster (Kerr 1998:85).

Construction of the North Coast Line continued into the 1920s, extending the line northwards up to Cairns. The final sections were opened in 1924 (Armstrong & Kerr 1975:35; Kerr 1998:127-130).

The construction of the railway was a marked improvement in terms of speed, efficiency, comfort and safety. Long distance travel was initially provided by Cobb & Co. coaches. However, with the introduction of the railway they were soon made redundant. The coaches had been travelling from Brisbane to Maryborough since 1868 though travel was slow, uncomfortable and frequently dangerous (Brocklesby 2002:1). In contrast, coastal rail freight was slow to develop as coastal shipping was a cheaper alternative for transporting heavy freight. The Brisbane to Gympie line placed Queensland Railways into competition with shipping for the first time (Kerr 1998:84, 85).

Subsequent work on the line included installation of mechanical interlocking (connections to prevent levers for signals, switches etc. being operated independently of each other) from Brisbane to Gympie between 1910 and 1920. Increased traffic during World War One led to improvements on the tracks to allow for more trains and larger locomotives (Armstrong & Kerr 1975:47, 65). Substantial work on the regrading and realigning of the North Coast Line between Caboolture and Gympie occurred between 1928 and 1932. Part of this work was undertaken as depression labour relief (Hallam 1998:3). Further upgrades occurred in the 1980s during electrification (Brocklesby 2002:4).

The North Coast Line was a crucial part of the defence of Australia during the Second World War, particularly the heavily guarded section linking Brisbane to Gympie. From 1941 to 1944 long trains carried supplies and personnel destined for the South-Western Pacific battlefields (Brocklesby 2002:9; Hallam 1998:6). Air raid shelters for the passengers and staff were erected widely in railway stations around Queensland (Kerr 1993a:4-132).

Conclusions

With respect to historical issues, the development of the Caboolture to Landsborough rail and stations is the most relevant aspect to this study. As is evident from historical research, heritage values may be present within the rail corridor. The rail line and supporting infrastructure will need to be comprehensively examined and assessed. Types of infrastructure that may be present include, but are not limited to, station buildings, goods sheds, rail lines, bridges, memorials and remains relating to World War Two.

Environmental Context

In both Aboriginal and Non-Aboriginal communities, it is the land that shapes where people choose to live and preserves what they leave behind. For Indigenous people, this connection with the land goes much further and takes on a sacred relationship, where the land is seen as being part of the whole cultural experience. This landscape is a living existence, with a spiritual presence. Thus people living within this landscape relate to the whole - all of the landscape - not particular parts. Within this whole, parts may have provided preferred living places; others may have had

more defined spiritual significance; and/or may have provided specific resources, e.g., food, water or materials for tool making.

Natural features in the physical landscape contribute to predictive modelling for both Indigenous and historical landscapes. Topography, geology, the availability of fresh water, vegetation, and faunal resources should all be taken into consideration. Many studies (e.g. Gillieson 1981; Lilley 1982; Hughes and Sullivan 1984) have discussed natural parameters that appear to be associated with many sites containing Indigenous material culture. These may vary from area to area and are fairly coarse-grained in their relevance, but overall can be summarised as:

- the presence of fresh water, i.e., creeks, waterholes and swamps; sandy well drained soils;
- a preference for sites associated with stream cut terraces or ridges in proximity to water;
- a preferred vegetation habitat, e.g., open eucalypt woodland;
- the proximate availability of stone material suitable for the production of stone artefacts;
- the proximate availability of preferred faunal and/or vegetative resources.

An important aspect of the predictive modeling process is consultation with Traditional Owners who may have knowledge of where sites exist within their area of interest. In particular, some sites cannot be quantified by independent variables such as those described above. These sites, (ceremonial or special areas), can only be assessed by the Traditional Owners.

The Local Landscape

The landform of the study area comprises sub-coastal lowlands intergrading into coastal plains. The study area has an undulating topography with low relief, and wide valleys. Topography is influenced by major drainage systems, the dominant system being the Mooloolah River system with smaller watercourses further south including Bell, Coochin and Coonowrin Creeks, which influence local zones. Underlying the study area is a complex geology based on sediment erosion after eruptions of the North Arm Volcanics ceased between 210 and 180 million years ago. The main geological feature in this region is associated with the formation of the eastern edge of Australia. Erosion of the mountains to the west caused deposition of sands and gravels over the coastal plains. Sands, with minor gravels and muds formed over Landsborough Sandstone (Willmott and Stevens 1988:8), which comprise the base geology for much of the study area.

During the middle Tertiary, renewed volcanic activity about 25 million years ago resulted in basalt capped hills forming to the west of the study area. At about this time, plugs of rhyolite and trachyte magma intruded through the older rocks filling volcanic vents or laccoliths (subsurface bulges) (Willmott and Stevens 1988:11).

Erosion once again carved the landscape, removing the softer sediments and exposing the harder plugs. Alluvial sedimentation at this time was being deposited along the banks of streams and accumulating along the coastline.

The decomposition of the geologic types to soils often affects archeological visibility, particularly through soil erosion and soil profile. This is a strong predictive variable. Soils, which have a deep soil profile, can often have a high potential to hold archaeological material, although locating this evidence is difficult and hard to quantify. In areas that have a shallow soil profile the probability of locating archaeological material is higher, particularly given the landforms' association with other variables.

Vegetation is particularly important in cultural heritage studies. Hunter-gatherer societies were largely reliant on plant foods and vegetative resources. Low (1988) has estimated that along the

coast, plant foods constituted 40% of the food. This percentage of overall diet probably increases away from the coast.

The vegetation currently present across the study areas has been significantly modified since early European occupation. Small cropping has taken over much of the land with pineapples, strawberries and tobacco being the primary produce. These crops are located on the rich red soil which makes the area so viable for small cropping. The hills and ridges of the land surrounding the rail line are dotted with these crops.

Prior to clearance of the countryside, the most prominent vegetation type was open forest of *Eucalyptus tindaliae, Corymbia intermedia* (Pink Bloodwood), *E. siderophloia* (Grey Ironbark), and *E. racemosa* (Scribbly Gum) with areas of open forest to woodland of *Melaleuca quinquenervia* and *Eucalyptus robusta* (Swamp Mahogany) continuing to wetter wallum areas. In the northern and southern sections of the study area the vegetation also includes tall open forest of *Melaleuca quinquenervia* with sedges and ferns, particularly *Blechnum indicum* (Bungwall Fern). The southern part of the rail corridor originally included woodland of *Banksia integrifolia* (Sattler & Williams 1999:12/16, 12/17, 12/19, 12/20; Strong pers. comm. 2002).

Areas of remnant vegetation exist primarily along the banks of the creeks and rivers. Along surrounding sections of the southern portion of the study area, and to the west of the northern section of the rail corridor, remnant open forest is present and dominated by *Eucalyptus tindaliae, Corymbia intermedia, E. siderophloia*, and *E. racemosa*. Tall open forest is also found in the area and is dominated by *Melaleuca quinquenervia* with sedges and ferns, particularly *Blechnum indicum*, growing in the wetter microhabitats (Sattler & Williams 1999:12/17, 12/20). Surrounding parts of the middle section of the study area is remnant open forest of *Eucalyptus tindaliae*, *Corymbia intermedia*, *E. siderophloia*, and *E. racemosa*, with open forest to woodland of *Melaleuca quinquenervia* and *Eucalyptus robusta* (Sattler & Williams 1999:12/16, 12/17).

Higher ridges are covered with forest, largely open schlerophyll or woodland, with isolated patches of dense scrub. The gullies and low lying areas are comprised of more open wallum woodland or melaleuca swamp.

Fauna which has been recorded in or near the study area include various species of glider, Eastern Grey Kangaroo, flying fox, bat, koala and possum. These are native animals that would have been food resources hunted by Aboriginal people in the area. Prior to European settlement the variety of animals available would have been greater, but pastoral activities, and the growth and development of urban and industrial areas, has restricted habitats, and depleted populations.

Introduced species of animals included foxes, rats, mice and cats. These have also had a major impact on the native fauna in the region.

Birds noted in earlier studies of the region (Archaeo 2000:7) include Australian Magpies, lorikeets, cockatoos, pigeons, doves and waterfowl. These would have been hunted by Aboriginal people. Reptiles, such as the Carpet Python, Common Tree Snake, Bearded Dragon, Goanna and Blue-tongue Lizard were also commonly included in the diet. The creeks in the area would have held several species of aquatic animals, such as turtles, eels and freshwater mussel, which would have formed an important part of the diet. The study area would have formed part of a larger region used as a rich hunting and gathering area for Aboriginal people.

Implications for the Archaeological Record

Landscapes of swampland associated with the corridor upgrade are dominated by *Melaleuca quinquinervia* communities and *Blechnum indicum*. These species were used regularly by Aboriginal communities for food and material items.

Paper Bark Trees, *Melaleuca quinquinervia*, had a variety of uses in traditional times. The bark was removed to create containers and for medicinal purposes. *Melaleuca* species have vertebrate-pollinated flowers which necessitates the provision of large amounts of nectar. Thus they are a good source of food for humans (Low 1988:13). Bungwall Fern, *Blechnum indicum*, was a major food source, the starchy rhizomes were collected from swampy areas and processed by Aboriginal people into a fine flour that was baked into cakes. The following ethnohistorical account highlights the use of this plant:

The root was highly esteemed. It was dug out with a digging stick. To prepare them for eating, the roots were dried in the sun, lightly roasted to remove their rootlets, then peeled with the fingernails, chopped on a log, usually with a quartz chopper to break the fibres which run through the root. After this chopping and hammering it was rounded into a lump for cooking (Adams 2000:58).

Archaeological evidence of these activities would include scarred trees, the presence of bevelled pounders known as 'bungwall pounders', other forms of stone artefacts and portable sandstone grinding platforms. These artefacts would predictively be located in areas which show an association with the variables discussed above. They would be located within proximity to areas where Bungwall Fern grows, primarily near swamplands.

Conclusions

Prior to European settlement, the study area and surrounds was rich in resources, both plant and animal. The cultural significance of the region has been highlighted by Steele (1984) who has recorded Dreaming stories from the area. It is therefore likely that a variety of site types reflecting different activities carried out by Indigenous people will be located in the surrounding landscape (see Section 7.2). On this basis, it is predicted that there is a high probability of locating additional archaeological remains in the rail corridor, particularly in the vicinity of creeks and water sources. The likelihood of finding material is affected by the ground surface visibility and ground integrity (discussed in Section 8.2).

Archaeological Significance

Predictive Archaeological Assessment

A predictive statement on the possibility of archaeological material existing within the study area is an aim of this brief, and is a necessary scientific exercise to define the need or otherwise of a more detailed Cultural Heritage Assessment.

Following an examination of the history of the Caboolture to Landsborough area (Section 5), it is predicted that historic sites of significance will be located along the rail corridor. Sites types that are expected include, but are not limited to, railway station buildings, goods sheds, loading docks, rail tracks, bridges, memorials, and remains relating to World War Two.

An assessment of the environmental conditions of the study area (Section 6) indicates that, prior to recent industrial development, the area was rich in plant and animal resources. The rail corridor passes over and through several creeks, some of which are associated with remnant vegetation, and hence have an increased level of archaeological potential. The presence of known sites in the surrounding region and the association with Dreaming stories also suggests that there is potential for sites to exist. On this basis it is predicted that Aboriginal people would have concentrated their habitation within proximity to the existing rail corridor.

The Local Archaeological Record

As this study is a Cultural Heritage Review, and a Permit to Survey is not in place, a search of the Environmental Protection Agency's database of Indigenous Sites was not performed. However, there are a number of sites in nearby areas recorded by Archaeo Cultural Heritage Services and Steele (1984). This will serve as an indication of the types of sites that may occur in the study area.

The area surrounding Caboolture has been identified as having a significant cultural presence, with Dreaming sites, bora rings, artefact manufacturing sites, food resource sites and pathways previously recorded (Archaeo 2000:15). In the western part of Caboolture, a bora ring was recorded (Archaeo 1999:6). Artefact scatters have been located along the banks of Lagoon Creek, Caboolture (Archaeo 2001; 2000:8; 1999:6) and in cropland adjacent to the Caboolture-Woodford Road (Archaeo 2000:9). A possible scarred tree has been identified in woodland near Lagoon Creek (Archaeo 2000:9).

An Aboriginal pathway runs in proximity to the existing rail corridor. Steele (1984) suggests that the western boundary between Nalbo and Undumbi was possibly the North Coast Railway, or more specifically the Old Gympie Road. This road was marked out by Tom Petrie during the Gympie gold rush and almost certainly follows the route taken by Petrie in 1845 when he travelled north along an Aboriginal pathway to the bunya festival at Baroon Pocket (Petrie 1904).

Near Landsborough, axe-grinding grooves at Little Rocky Creek and along Mellum Creek have been located (Ann Wallin & Associates 1997:1, 15; Steele 1984:174). A bora ground previously existed in William Street, Landsborough, and a burial cave is present on the Maleny-Landsborough Road (Strong [Abbey Museum] pers. comm. 2002; Ann Wallin & Associates 1997:15). Steele (1984:174) states that corroborees used to be held at the bora ring in William Street.

To the northwest of Landsborough, Baroon Pocket was a major ceremonial site where bunya feasts were held and several bora grounds existed (Ann Wallin & Associates 1997:15).

Steele (1984:174) has identified the location of other bora rings in the area. There is a well-preserved bora ring in the state forest a few kilometres southeast of the Glass House Mountains township. Steele states that there were stone axes and seashells found nearby. He also reports that bora rings used to exist near the mouth of Coochin Creek, near Bell's Creek and in a slash pine plantation 600 metres south of Glass House Mountain Creek.

The meanings of place names in the Glass House Mountains region has been recorded by Steele (1984:172, 179) as follows:

- *Beerburrum*, meaning sound of wings of king parrot (*bair*), parrot (*waran*) from the Undanbi language;
- *Beerwah*, meaning sky (*birra*), climbing up (*wandum*), from the Dungidau language;
- *Coochin*, meaning red soil, from the Undanbi and Turrbal languages;
- *Coonowrin*, meaning neck (*kunna*), crooked (*warang*), from the Undanbi language;
- *Elimbah*, meaning grey snake;
- *Kabul-tur* (Caboolture), meaning place of carpet snake;
- *Tibberawaccum*, meaning flying squirrel (*chibur*), hungry (*waiaragum*), from the Turrbal language;
- *Tibrogargan*, meaning flying squirrel (*chibur*), biting (*kaiyathin*), from the Undanbi language.

Evidence of the long occupation of the Sunshine Coast is strongly suggested by one of the Undumbi creation or Dreaming stories about the Glass House Mountains. We know that within legend and myth are embedded oral traditions, folk memories and elements of truth about actual events, often disguised in anthropomorphic allegory or fable. The well-known story, recorded by Gwen Trundle, of the Glass House Mountains as a family has been documented for some years (Steele 1984). Briefly, Tibrogargan the father was resting with his pregnant wife, Beerwah, and their children. Tibrogargan was gazing out to sea when he saw a great rising of the waters covering the land and sweeping away the smallest mountain, now known as Wild Horse (its Aboriginal name was never recorded). Tibrogargan calls to his eldest son, Coonowrin, to help his mother to safety in the mountains to the west, while he pulls Wild Horse back to safety. However, depending on the version, (Langevad pers. comm. 1990) Coonowrin is either fooling with his beautiful sister, or cowardly runs off. Full of anger, Tibrogargan clubs Coonowrin with his nulla and breaks his neck. Today, so the story goes, Tibrogargan faces the sea in anger in case the water returns, Coonowrin (meaning Crook-neck) hides his head in shame and Beerwah is still pregnant to the west.

There are also stories relating to the warrior Wongo, associated with Mount Ngungun, the spirit Biwa associated with Mount Beerwah, and at Round Mountain (Ann Wallin & Associates 1997:15; Archaeo 2000:15; Strong [Abbey Museum] pers. comm. 2002). It was believed that a spirit living at the top of Mount Beerwah and many Aboriginal people were afraid to climb the mountain (Petrie 1904; Steele 1984:174).

Register of the National Estate

Although there are no sites within the existing rail corridor recorded on the heritage registers, a number of historic and Aboriginal sites lie in the surrounding Caboolture and Caloundra Shire areas.

Queensland Heritage Estate

Queensland Heritage Register

The following sites of historic and cultural heritage in the Caboolture Shire and Caloundra City were identified by searches of the Queensland Heritage Register and Australian Heritage Commission databases, and from enquiries to Queensland Environmental Protection Agency staff. As exact positions are in some cases difficult to determine, listings within the broad vicinity of the rail corridor have been included, and are listed in alphabetical order by site title.

Summary information regarding site significance has been provided where applicable in the case of sites and places listed on the various heritage registers. No significance assessment has been provided for 'Sites of Interest' noted by the EPA.

Dularcha Railway Tunnel

Location: 1.5 km south of Mooloolah township

LGA: Caloundra City Council

Status: Listed QHR (Place ID: 601522)

Summary of Significance: "The Dularcha Railway Tunnel is significant as part of the original formation of the track between Brisbane and Maryborough. The Tunnel provides evidence of the importance of the railway as a means of transportation, and its expansion north, in the late 1880s. The Dularcha Railway Tunnel is significant as one of only two tunnels constructed along the entire North Coast Line and is good example of a concrete lined tunnel constructed for

Queensland's narrow-gauge railway lines. Dularcha Railway Tunnel is significant for its association with the gazettal of the Dularcha National Park in 1922. The boundaries of the Park were created around the railway line enabling steam train travelling passengers to view a part of Queensland's forests." (Queensland Heritage Register)

Former Landsborough Shire Council Chambers

Location: 6 Maleny Street, Landsborough

LGA: Caloundra City Council

Status: listed QHR (Place ID: 601915).

Summary of Significance: "Opened in 1924, the former Landsborough Shire Council Chambers, a modest, low-set, single-storey timber building on Maleny Street, Landsborough, was the first purpose-built council chambers for the Landsborough Shire Council. Although the building has been altered and has received a major extension, the original form is evident. Sustaining a local government presence from 1924 to 1974, the former Landsborough Shire Council Chambers is important for its association with the Landsborough Shire Council and the local community and illustrates the development of local government in the region. Residential in scale, the building contributes a dignified civic presence to the streetscape. The place is important for its association with the work of architect Walter Carey Voller." (Queensland Heritage Register)

Glasshouse Mountains Area, Beerburrum

Location: About 1,885ha, Old Gympie Road and Glass House Mountains Road, Beerburrum, comprising the…eight areas known as the Glass House Mountains National Parks (1996 boundary): Beerwah National Park (245ha); Coonowrin National Park (113ha); Tibrogargan National Park (291ha); Ngungun National Park (49ha); Mount Coochin area (95ha); Mount Miketeebumulgrai area (17ha); The Saddleback Environmental Park Reserve (71ha); Blue Gum Creek Environment Park (11ha); Wild Horse Mountain State Forest Park No. 24 (60ha); Forestry Reserves Beerburrum Fire Tower area (480ha); Tibberoowuccum area (50ha); and Tunbubudla (The Twins) area (402ha).

LGA: Caloundra City Council

Status: Indicative Place, RNE; (File Number: 4/01/089/0003)

Summary of Significance: "The Glasshouse Mountains are extremely deserving of a place on the Register of the National Estate, by virtue of their historical significance. Their European history is as old as the discovery of the continent itself, while their Aboriginal history is far older, relating to the Dreamtime… Andrew Petrie, pioneer and explorer, the oldest free resident of the colony on his death in 1872, ascended Beerwah in 1848 with his son John, and left a note in his empty water bottle at the top. Ludwig Leichhardt also knew the mountains, when he stayed with Thomas Archer of Durundur Station in 1843 and 1844, botanising and mineralogozing. William Landsborough, pioneer, naturalist and explorer, had seen the mountains in 1853 when his ship entered Moreton Bay. He made a special diversion to visit them when staying with the Archer at Durundur, and when he settled down in 1882, after years of exploration, he chose land within sight of the hills. Archibald Meston, journalist and administrator, in his textbook for Queensland schools, A Geographic History of Queensland, published in 1895, describes the Glasshouses thus: Each stands in gloomy isolation, silent and alone. One mighty mass of rock (Tibrogargan) faces the railway line, cliff fronted, savage, defiant, towering majestically into the clear blue sky, the wild rough stone face all scarred and caverned by the rains and tempests of ten thousand years. Through the tree tops you behold transitory gleams of Beerburrum's (sic) lone companions vast

pillars of rock and broken columns, standing there as ruined fragments surviving the merciless wreck of grey annihilation." (Register of the National Estate).

Glasshouse Mountains National Parks (1978 boundaries), Glass House Mountains

Location: About 700ha, Glasshouse Mountains Road, 2km west of Glass House Mountains township and 3km north-north-west of Beerburrum, comprising the following four areas: Tibrogargan (291ha), Ngungun (49ha), Coonowrin (113ha), and Beerwah (245ha) National Parks (1978 boundaries).

LGA: Caloundra City Council

Status: registered RNE (File Number: 4/01/089/0003)

Summary of Significance: "The varied shapes and forms of the Glasshouse Mountains are an outstanding geological, aesthetic and recreational feature of the Moreton region. They are particularly important for understanding the geology of the region. The national parks contain a series of plant communities, including coastal communities, such as EUCALYPTUS SIGNATA open forest, which have been extensively cleared in the Moreton coast or are poorly represented in national parks. The habitats included in the parks include rainforest, eucalypt forest, heath and wallum vegetation, and are representative of the flora of rocky peaks within south-east Queensland. A number of new plant species have been discovered on the peaks. Several endemic species, a number of rare and threatened plants and a shrub widespread in Victoria and New South Wales and at its most northerly distribution, have been recorded from the parks." (Register of the National Estate)

Glenowen (Bauer House)

Location: Caboolture Historical Village

LGA: Caboolture Shire Council

Status: Place of Interest, QHR (Place ID: 601699).

Summary of Significance: N/A

Indigenous Place, Beerburrum QLD

Location: restricted information.

LGA: Caloundra City Council

Status: Registered RNE (File Number: 4/01/089/0009)

Summary of Significance: restricted information.

Indigenous Place, Glass House Mountains QLD

Location: restricted information

LGA: Caloundra City Council

Status: Registered RNE (File Number: 4/01/089/0008)

Summary of Significance: restricted information.

Indigenous Place, Landsborough QLD

Location: restricted information.

LGA: Caloundra City Council

Status: registered RNE (File Number: 4/01/089/0007)

Summary of Significance: restricted information.

North Coast Railway National Parks, Nambour

Location: About 254ha, North Coast Railway Line and Palmwoods - Mooloolah Road, comprising Ferntree Creek National Park (20ha) and Tuckers Creek National Park (53ha), 4km north of Nambour; Eudlo Creek National Park (43ha), Palmwoods, 8km south of Nambour; and Dularcha National Park (138ha), 2km north of Landsborough and 16km south of Nambour.

LGA: Caloundra City Council and others

Status: registered RNE (File Number: 4/01/089/0005)

Summary of Significance: "These small national parks are important in the conservation of remnant natural vegetation in the Sunshine Coast hinterland. A number of rare and uncommon plants are conserved as well as some fine specimens of EUCALYPTUS ROBUSTA, a species poorly conserved in Queensland. Ferntree Creek National Park contains the rare plant BRUNONIELLA SPICIFLORA, a herb which grows on the rainforest floor. Tucker's Creek National Park contains NEISOSPERMA POWERI, which is rare in southern Queensland. SERINGIA ARBORESCENS, which is not commonly collected, is found in the open forest within this park. The occurrence of FRAYCINETTIA SCANDENS in Dularcha National Park is the southern limit for this climber, which is common in North Queensland and New Guinea. Two uncommon species ZIERIA FURFURACEA and STEPHANIA ACULEATA occur on rainforest margins. An unused railway tunnel built in the nineteenth century within Dularcha National Park is of historic interest." (Register of the National Estate)

Queensland Railway Water Supply and Pump Station

Location: Okeden St, Caboolture

LGA: Caboolture Shire Council

Status: Nominated, QHR (Place ID: 602236)

Summary of Significance: N/A

Residence (unnamed)

Location: 240 Bartholomew Rd, Elimbah

LGA: Caboolture Shire Council

Status: Place of Interest, QHR (Place ID: 602060)

Summary of Significance: N/A.