

**Arrow Energy Surat Gas Project**

**Non-Indigenous Heritage Report**

**by**

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## **Executive Summary**

### **Project Overview**

Arrow Energy Pty Ltd (Arrow) proposes expansion of its coal seam gas operations in the Surat Basin through the Surat Gas Project. The project development area covers approximately 8,600 km<sup>2</sup> and is located approximately 160 km west of Brisbane in Queensland's Surat Basin. Project infrastructure including coal seam gas production wells and production facilities (including both water treatment and power generation facilities where applicable) will be located throughout the project development area but not in towns. Facilities supporting the petroleum development activities such as depots, stores and offices may be located in or adjacent to towns.

### **Objectives**

This investigation focuses on the historical cultural heritage of the proposed Arrow Energy Surat Gas Project in the Surat Basin, encompassing both non-Indigenous heritage and contact history.

The overall objective is to meet the requirements of the Final Terms of Reference (ToR) for the Environmental Impact Assessment. The ToR requires;

- a description of the known and potential historical cultural heritage values of the project development area;
- an assessment of potential impacts during construction, operation, rehabilitation and decommissioning phases of the project;
- the measures by which these impacts can be mitigated and managed to ensure the retention of the region's cultural heritage values.

A regional history of the Surat Gas Project development area has been prepared to provide the context in which to evaluate identified historical sites.

More than one hundred non-Indigenous heritage sites were identified during fieldwork carried out in the study area. Few of these had been recorded prior to site investigations associated with this project and were not included on any heritage list. Most are locally significant, although some possess attributes that identify them as being of State significance, and this would warrant their inclusion on the Queensland Heritage Register. This suite of sites provides physical evidence of a range of human endeavours carried out through the region in the past 165 years that document the region's history and complement the historical records that describe the events that occurred here.

### **Legislative context and standards**

In Queensland, both Commonwealth and State legislation protects non-Indigenous heritage sites. This legislation primarily addresses the protection of sites deemed to be significant at a national or state level. In addition, state legislation considers sites of local significance, placing obligations

on local councils to consider these sites in local planning instruments.

### **Methodology**

The Surat Gas Project development area encompasses an area of approximately 8,600km<sup>2</sup>, measuring nearly 250km north-south and 70km east-west, at its widest. Given the extent of the project development area and that the location of the project gathering infrastructure and compression and processing facilities has yet to be defined, a multi-staged assessment process has been used to document known non-Indigenous sites and places and assess the potential for others to occur in the study area. The initial assessment entailed detailed historical research, the examination of documentary sources and consultation with local groups and individuals. This evidence of heritage places and historical themes has been used to identify zones within the project development area with a high potential to contain further historic sites and places. Following this site modeling, localised field investigations were undertaken in these sensitive zones leading to the recording and documentation of additional historical places and sites.

### **Limitations**

The historical research and fieldwork program has yielded considerable results, in an area where in the past there has been only limited systematic site recording. Coverage of the project development area has been complete in many areas, with further unrecorded sites likely to occur in the Condamine Plains, Daandine, Columboola and Goondiwindi districts. Careful work practices in these areas will ensure that previously unrecorded heritage items unexpectedly discovered during construction, will be assessed, reported and managed in accordance with established heritage guidelines (See Section 7).

### **Existing environment**

The project development area is located in a region that has seen non-Indigenous visitation dating from the mid-19<sup>th</sup> Century with the arrival of the earliest explorers to the Western Downs region. These were soon followed by squatters who ventured out from the settled districts and took up land and thus initiated the displacement of the original Indigenous inhabitants. The landscape bears the traces of a diverse range of activities from altered vegetation communities to buildings and scattered archaeological sites.

These study sites can be examined in the context of the regional history and this in turn can be viewed through the lens of themes in the region's exploration and development. These themes are adapted from those used by the Queensland Heritage Council in the assessment of suitability for inclusion in the Queensland Heritage Register.

### **Registered sites of national or international significance**

No sites and places recorded in the Surat Gas Project development area have been registered

on the National or Commonwealth Heritage Lists as having national heritage significance. One site, the Dalby War Memorial and Memorial Park, was entered on the Register of the National Estate in 1996, and this has been transferred to the Queensland Heritage Register. No sites of world heritage significance occur in the project development area.

### **Registered sites of state heritage significance**

Seven sites assessed as having state heritage significance are found in the Surat Gas Project development area. Only one of the sites is located outside of a township. The sites located in townships are distant from any proposed activities associated with the development of the Surat Gas Project. One site, Wyaga Homestead, is located near the southern edge of the project development area.

### **National Trust listed sites**

The National Trust of Queensland (NTQ) provided a list of nominated and listed properties and places. These include sites from the Western Downs and Goondiwindi Regional Council areas. Seven NTQ sites occur in the Surat Gas Project development area and all but one of these are located in towns or settlements. These sites are predominantly public buildings, of which four are listed on the Queensland Heritage Register. Another heritage site, Wyaga Station Homestead, is also a registered site of state heritage significance.

### **Review of heritage reports**

A review of previously prepared reports was undertaken to examine references to non-Indigenous cultural heritage in and around the Surat Gas Project development area. These reports document thirty-three sites found in the project development area, identified from field investigations and documentary research. These sites are additional to those previously recorded on national and state heritage registers and local heritage lists.

### **Sites documented in Chinchilla Council heritage study**

Forty-nine sites in the Surat Gas Project development area were identified during community consultation carried out by Councillor Bill McCutcheon of the former Chinchilla Shire Council (now part of the Western Regional Council). Field checking would be necessary as part of the process of land access and pre-development checks if facilities were to be built in the vicinity of any of these recorded sites.

### **Potential impacts**

Project activities with a potential to cause impacts to non-Indigenous cultural heritage sites occur through each phase of the project:

1. Exploration: through ground disturbance due to vehicle movement, clearing of vegetation

and ground disturbance during the preparation of well pads and drilling of pilot wells

2. Construction: through ground disturbance during the establishment of production wells, gathering systems, powerlines, compression, power generation and water treatment facilities.
3. Operation: through ground disturbance and general movement around the project development area associated with operation and maintenance activities at wellheads, gathering systems, powerlines, compression, power generation and water treatment facilities.
4. Decommissioning: through ground disturbance associated with the removal of plant, equipment and facilities.

The detailed survey and consultation program conducted as part of this assessment has identified numerous sites that can be avoided through careful placement of infrastructure and the employment of site mitigation measures. At the time of writing, the location of very few gas field facilities had been decided and all identified heritage sites are distant (>2.5km) from any known infrastructure sites. Most sites possessing state and local heritage values identified in the Surat Basin project development area are found in towns and settlements, and are therefore distant from planned project facilities. Many other sites are found in settings outside the main population centres and therefore may be located in areas where facilities associated with the Surat Basin project may be built. Planned facilities may occur in areas where there are presently undiscovered non-Indigenous heritage sites.

By conducting this detailed consultation and site identification program, it has been possible to identify non-Indigenous cultural heritage sites within the project development area that can be preserved through the implementation of appropriate management controls. This will ensure that non-Indigenous cultural heritage values are considered in project planning. These include sites listed primarily on local heritage registers, others identified during regional heritage studies and local heritage assessments, and those found during targeted field investigations carried out through the project development area, guided by local historians.

### **Potential impacts to undetected sites**

Studies carried out revealed many non-Indigenous heritage sites in the project development area, although there is a high potential for further, and as yet unidentified, sites to be discovered. These are likely to be of local heritage significance, and will mostly be archaeological sites, protected under s.90 of the *Queensland Heritage Act 1992*. Where sites are identified during pre-construction field inspections, these can be directly protected through site avoidance or site recording. Where sites are revealed during construction, impacts may be direct, but will be managed through detailed recording. Through site protection and site recovery during construction, impacts to undetected sites may be effectively contained.

## **Recommended mitigation and management measures**

In a development of this nature, where the resource is widespread, there is potential for some flexibility in the placement of wells, gathering infrastructure, field compression facilities, central gas processing facilities and integrated processing facilities. Numerous environmental and social constraints will inform the placement of this infrastructure, including the location of heritage sites and places. Management of impacts to heritage places will occur through the use of guidelines formulated in consultation with government regulators. Measures will be introduced that recognise non-Indigenous heritage values at the various stages of planning and implementation of the project. This will include the protection of known heritage sites and places and the process for the recording and reporting of unknown heritage places discovered during construction.

## **Managing non-Indigenous cultural heritage sites**

Arrow Energy aims to ensure that impacts to known non-Indigenous heritage sites are avoided throughout the Surat Gas Project development area. The first stage in achieving this objective has been through the identification of known historic sites and places. Site identification has been achieved through a review of site registers and heritage lists, published and unpublished sources, and consultation with local residents and historical societies. This has provided a catalogue of locations that Arrow will aim to avoid through careful site selection.

The second stage in the site protection process has been the identification of areas where there is a strong likelihood that further historical sites and places may occur. These have been identified in a constraints analysis, generated from an evaluation of site distribution and historical sources. This constraints analysis provides a guide to the locations where there is a likelihood of further historic places occurring. These locations are often found near major transport routes, particularly the railway lines, along stock routes and old stage coach routes.

The third stage of the process is the formulation of a site protection methodology to guide activities that have potential to impact cultural sites: the selection, construction and operation of production wells; gathering systems, production facilities; and the decommissioning of all facilities. The main means of achieving this will be through the development of standard operating procedures (SOPs) to specify actions to be followed before, during and after the construction of in-field facilities. These will anticipate the presence of potential non-Indigenous heritage sites and will ensure that impacts are avoided or contained, so as to maintain non-Indigenous heritage values. This will require detailed on-site assessment of locations where facilities are planned. This will take place prior to construction, to ensure that heritage sites are identified and fully assessed, and appropriate protection measures implemented. The approaches to be taken are outlined in the applicable SOPs presented in the Environmental Management Plan component of the EIS.

The non-Indigenous heritage site management procedures to be implemented during the Arrow Energy Surat Gas Project can be summarised under the three following headings: Site Selection, Land Access, and Engineering and Construction. These are considered below in Sections 7.1.1 to 7.1.3.

### **Site selection**

Previously identified heritage sites and places have been recorded in the Arrow Energy GIS geospatial database. This permits the early identification of significant heritage sites places and sensitive zones to be avoided during planning of new facilities. The buffer between known sites and proposed facilities depends on the level of significance of the site or place, the type of infrastructure planned, and the degree to which it will result in disturbance to known and potential sites and places. Guidelines for positioning of facilities near identified heritage sites and places will be developed in consultation with the Heritage Office, following more detailed site investigations to establish site boundaries.

### **Land access**

Prior to development, field inspections of proposed development locations should be undertaken to ascertain whether any previously unreported heritage items are present and to inspect recorded heritage places. Particular care will be taken in those areas where significant heritage places are located within 500m of proposed wells, infield pipelines or other infrastructure.

If items or buried archaeological sites are discovered prior to construction their significance will be assessed, and from this assessment, management options will be decided. For heritage places assessed as being of local significance or greater, and situated within 100m of planned infrastructure development, a site-specific Heritage Management Plan will be prepared in accordance with accepted heritage practices. . This document will be prepared in consultation with the Queensland Heritage Office, to ensure that no impacts occur that would diminish the heritage values of significant sites and places. These would include impacts to the site and to its curtilage. Consultation with the local community will take place to assist with the management of threatened historic sites and places deemed to be of only historical interest.

### **Engineering and construction**

Prior to construction, measures will be introduced to ensure that identified heritage places are protected, through the erection of appropriate barriers, exclusion and buffer zones. Construction activities will take place only in areas where no heritage places of local, state or national significance have been identified. Should heritage items that are unknown prior to construction, particularly archaeological traces, be detected during construction, it will be necessary for site management procedures to be implemented. This should entail: an immediate stop work in the vicinity of the discovered heritage items; reporting of the heritage items to the Queensland



Heritage Office; assessment of the item or place's significance by a qualified heritage practitioner; and the introduction of recommended recording or salvage measures. Only once the heritage traces have been adequately managed, will work continue at these locations.

All workers in the project development area will be instructed in the importance of non-Indigenous heritage and the proper and lawful procedures to be followed on its discovery.

### **Cumulative impacts**

Both natural processes and development can result in the loss of non-Indigenous cultural heritage values. A number of projects, including the proposed Arrow Energy Surat Gas Project, are currently being developed or considered, and together may impact on sites in the Surat Basin. These projects include gas field infrastructure, coal mines, pipelines, a dam and railway. Each of these potentially threatens sites, although measures to mitigate those impacts have been specified for each project. The preferred impact mitigation measure in each case is site avoidance, but where this is not possible other actions include archival recording, salvage excavation and relocation of historic items have been proposed.

As all proposed major infrastructure developments in the Surat Basin are found outside the main towns, there will be little or no impact to identified non-Indigenous sites of local, state or national significance. Where these projects abut such sites, activities will only take place once impact mitigation measures have been formulated in cooperation with the DERM, to ensure the maintenance of heritage values. All projects have proposed measures to identify and mitigate impacts to sites of heritage interest.

In addition to these proposed developments is the ongoing impact to non-Indigenous cultural heritage sites through pastoral activities. The impacts of natural erosion, deterioration of uncurated standing structures and removal of archaeological sites through ongoing pastoral practices cannot be so easily managed. These effects are to some extent mitigated by recording programs such as that initiated by DERM and the Queensland Heritage Council in 2009 as part of implementation of the Queensland Heritage Strategy (DERM 2009).

### **Conclusions**

Of the historical places found in the Arrow Energy Surat Gas Project development area, many have been documented as a result of this study. For this reason, careful project planning and the rigorous application of cultural heritage management protocols will ensure the protection of non-Indigenous heritage values. A multi-staged approach to site protection will see the review of mapped heritage sites and places for all activities associated with Arrow's Surat Gas Project. Known heritage places of national, state and local heritage significance will be avoided, with a buffer zone established to minimise impacts to the site curtilage. Careful work practices will

ensure that any non-Indigenous heritage items unexpectedly discovered as a result of ground disturbance, will be assessed, reported and managed in a manner consistent with the significance of those items.

## **1. Introduction**

### **Project Proponent**

Arrow Energy Pty Ltd (Arrow) is an integrated energy company with interests in coal seam gas field developments, pipeline infrastructure, electricity generation and proposed liquefied natural gas (LNG) projects.

Arrow is currently proposing to develop the Arrow LNG Project, which is made up of the following aspects:

- Arrow LNG Plant – The proposed development of an LNG Plant on Curtis Island near Gladstone, and associated infrastructure, including the gas pipeline crossing of Port Curtis.
- Surat Gas Project – The upstream gas field development in the Surat Basin, subject of this assessment.
- Arrow Surat Pipeline – (Formerly the Surat Gladstone Pipeline), the 450 km transmission pipeline connects Arrow's Surat Basin coal seam gas developments to Gladstone.
- Bowen Gas Project – The upstream gas field development in the Bowen Basin.
- Arrow Bowen Pipeline – The transmission pipeline which connects Arrow's Bowen Basin coal seam gas developments to Gladstone.

### **Project Overview**

Arrow proposes expansion of its coal seam gas operations in the Surat Basin through the Surat Gas Project. The need for the project arises from the growing demand for gas in the domestic market and global demand and the associated expansion of LNG export markets.

The project development area covers approximately 8,600 km<sup>2</sup> and is located approximately 160 km west of Brisbane in Queensland's Surat Basin. The project development area extends from the township of Wandoan in the north towards Goondiwindi in the south, in an arc adjacent Dalby. Townships within or in close proximity to the project development area include (but are not limited to) Wandoan, Chinchilla, Kogan, Dalby, Cecil Plains, Millmerran, Miles and Goondiwindi. Project infrastructure including coal seam gas production wells and production facilities (including both water treatment and power generation facilities where applicable) will be located throughout the project development area but not in towns. Facilities supporting the petroleum development activities such as depots, stores and offices

may be located in or adjacent to towns.

The conceptual Surat Gas Project design presented in the environmental impact statement (EIS) is premised upon peak gas production from Arrow's Surat Basin gas fields of approximately 1,050 TJ/d. The peak gas production comprises 970 TJ/d for LNG production (including a 10% fuel gas requirement for facility operation) and a further 80 TJ/d for supply to the domestic gas market.

A project life of 35 years has been adopted for EIS purposes. Ramp-up to peak production is estimated to take between 4 and 5 years, and is planned to commence in 2014. Following ramp-up, gas production from the Surat Basin will be sustained at approximately 1,050TJ/d for at least 20 years, after which production is expected to decline.

Infrastructure for the project is expected to comprise:

- Approximately 7,500 production wells drilled over the life of the project at a rate of approximately 400 wells per year.
- Low, medium and high pressure gas gathering lines.
- Water gathering lines (mostly located in a common trench with the gas gathering lines) to transport coal seam water from production wells to transfer, treatment and storage facilities.
- Approximately 18 compression facilities across the project development area comprising six of each the following:
  - Field compression facilities.
  - Central gas processing facilities.
  - Integrated processing facilities.
- A combination of gas powered electricity generation equipment that will be co-located with production facilities, and/or electricity transmission infrastructure that may draw electricity from the grid (via third party substations).

Further detail regarding the function of each type of production facility is detailed below.

### **Field compression facilities**

Field compression facilities will receive gas from production wells and expected to provide 30 to 60 TJ/d of first stage gas compression. Compressed gas will be transported from field compression facilities in medium pressure gas pipelines to

multi-stage compressors at central gas processing facilities and integrated processing facilities where the gas will be further compressed to transmission gas pipeline operating pressure and dehydrated to transmission gas pipeline quality. Coal seam water will bypass field compression facilities.

### **Central gas processing facilities**

Central gas processing facilities will receive gas both directly from production wells and field compression facilities. Central gas processing facilities are expected to provide between 30 and 150 TJ/d of gas compression and dehydration. Coal seam water will bypass central gas processing facilities and be pumped to an integrated processing facility for treatment.

### **Integrated processing facilities**

These will receive gas from production wells and field compression facilities. Coal seam water received from the field, treated water and brine concentrate will be stored in dams adjacent to integrated processing facilities.

It is envisaged that development of the Surat Gas Project will occur in five development regions with Kogan and Millmerran developed concurrently: Wandoan, Chinchilla, Dalby, Kogan/Millmerran and Goondiwindi. Development of these regions will be staged to optimise production over the life of the project.

Arrow has established a framework to guide the selection of sites for production wells and production facilities and routes for gathering lines and pipelines. The framework will also be used to select sites for associated infrastructure such as access roads and construction camps. Environmental and social constraints to development that have been identified through the EIS process coupled with the application of appropriate environmental management controls will ensure that protection of environmental values (resources) is considered in project planning. This approach will maximise the opportunity to select appropriate site locations that minimise potential environmental and social impacts.

Arrow has identified 18 areas that are nominated for potential facility development to facilitate environmental impact assessment (and modelling).

The focus in the present study is the identification and management of the region's cultural landscape with a focus on significant historical heritage items in the project

development area.

## 1.1 Study area

The project development area encompasses a diverse range of landscapes including:

- grassland and eucalypt woodland,
- patches of dense woodland,
- forest communities of remnant brigalow (*Acacia harpophylla*),
- treeless black soil plains of the Darling Downs, and
- undulating basalt and sandy soils covered with dense native cypress woodland (west of Cecil Plains and southwest of Millmerran).

The Great Dividing Range crosses the study area north of Miles. Watercourses north of the range flow into the Dawson River, while those to the south flow into the Condamine River. Dogwood Creek and Charley's Creek are two tributaries of the Condamine River with important historical associations. Dogwood Creek, which flows through the township of Miles, and Charley's Creek, which flows through Chinchilla, were both recorded by Ludwig Leichhardt on his 1844-45 expedition westward from the Darling Downs. This expedition paved the way for the rapid expansion of settlement through the region.

## 2. Objectives

This investigation focuses on the historical cultural heritage of the proposed Arrow Energy Surat Gas Project Development in the Surat Basin, encompassing both non-Indigenous heritage and contact history.

The overall objective is to meet the requirements of the Final Terms of Reference (ToR) for the Environmental Impact Assessment. The ToR requires;

- a description of the known and potential historical cultural heritage values of the project development area;
- an assessment of potential impacts during construction, operation, rehabilitation and decommissioning phases of the project;
- the measures by which these impacts can be mitigated and managed to ensure the retention of the region's cultural heritage values.

The specific aims are to:

- identify historical themes relevant to the project development area

- identify historical heritage sites in the project development area and identify any potential impacts on those sites
- identify appropriate mitigation and management measures to reduce potential impacts.
- outline the relevant legislation affecting non-Indigenous heritage protection, appropriate to the level of significance for identified sites
- assess the significance of sites located during fieldwork in terms of their meeting criteria defined for inclusion in Local, State, National or International heritage lists
- assess the likelihood of further items and places of heritage significance occurring in the project development area
- outline a methodology for protecting identified historical heritage sites
- outline a methodology for locating further non-Indigenous sites and protecting any archaeological non-Indigenous heritage sites unearthed during construction
- assess the effects of unrelated development and land use in the surrounding area on the region's heritage record.

A regional history of the Surat Gas Project development area has been prepared to provide the context in which to evaluate identified historical sites. A detailed description of the historical setting of each site has been presented in Appendix 4.

More than one hundred non-Indigenous heritage sites were identified during fieldwork carried out in the study area. Few of these had been recorded prior to site investigations associated with this project and were not included on any heritage list. Most are locally significant, although some possess attributes that identify them as being of State significance, and this would warrant their inclusion on the Queensland Heritage Register. The Queensland Heritage Register was developed under the Queensland Heritage Act 1992 to recognise the value of Queensland cultural heritage. This suite of sites provides physical evidence of a range of human endeavours carried out through the region in the past 165 years that document the region's history and complement the historical records that describe the events that occurred here. The importance of these sites is reflected in the recommended management and mitigation measures in Section 7.

### **3. Legislative context and standards**

In Queensland, both Commonwealth and State legislation protects non-Indigenous heritage sites. This legislation primarily addresses the protection of sites deemed to be significant at a national or state level. In addition, state legislation considers sites of local significance, placing obligations on local councils to consider these sites in local planning instruments.

#### **3.1 Commonwealth legislation**

Two Commonwealth acts address the protection of Australia's historical cultural heritage, specifically the protection of those sites deemed to be of national, commonwealth or international importance. These are: the *Environment Protection and Biodiversity Conservation Act, 1999* and the *Australian Heritage Council Act, 2003*. The authority responsible for the administration of this legislation is the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (DSEWPC).

##### **3.1.1 *Environment Protection and Biodiversity Conservation Act, 1999***

This is the primary piece of federal legislation concerning the environment, providing a legal framework for the protection and management of National, Commonwealth and World heritage sites. It includes the protection of recognised flora, fauna and ecological communities as well as registered cultural heritage items and places. Cultural heritage protected under this Act includes both Indigenous and non-Indigenous sites.

Both nominated and listed cultural heritage sites of national or world significance are protected under this Act, which allows for immediate, temporary protection of threatened sites. Permanent recognition of significant sites is recognised through their inclusion on the National Heritage List or, if on Commonwealth land or of world importance, on the Commonwealth or World Heritage Lists. The criteria for inclusion of cultural heritage sites on these lists include:

- importance in the course of Australia 's cultural history
- possession of uncommon or endangered aspects of Australia's cultural history
- potential to contribute to an understanding of Australia's cultural history
- importance in demonstrating the key characteristics of a class of cultural places



- importance in exhibiting aesthetic characteristics valued by a community or cultural group
- importance in demonstrating creative or technical achievement at a particular period
- special association with a particular community for social, cultural or spiritual reasons
- special association with the life or works of persons of importance in Australia 's history, and
- importance as part of Indigenous tradition.

Any development that could impact on a nominated or listed heritage place of national or international significance requires ministerial approval before it can proceed.

In 2003, under the *Australian Heritage Council Act, 2003* the Australian Heritage Council was created, to administer the new National and Commonwealth Heritage Lists.

### **3.1.2 Australian Heritage Council Act, 2003**

The *Australian Heritage Council Act, 2003* established the Australian Heritage Council as the principle advisory body to the Australian Government on heritage matters, particularly in relation to the lists created under the *Environment Protection and Biodiversity Conservation Act, 1999*. The Australian Heritage Council replaced the Australian Heritage Commission, the authority previously responsible for assisting in the administration of Federal heritage legislation.

The role of the Australian Heritage Council is to:

- assess nominated cultural heritage items and places for inclusion in the National or Commonwealth Heritage Lists
- advise the Minister on matters relating to the condition of places included in the National and Commonwealth Heritage Lists
- promote the identification, assessment, conservation and monitoring of heritage, and
- be the keeper of the already existing Register of the National Estate.

The Australian Heritage Commission had from 1975 maintained a list of significant heritage locations on the *Register of the National Estate*. More than 13,000 items

were listed, including non-Indigenous heritage sites. With the introduction of the *Australian Heritage Council Act, 2003*, the Register of the National Estate was closed to new entries from February 2007. The register will remain a statutory instrument until February 2012. The Minister is required to consider it, along with the newly created lists, when making decisions under the *Environment Protection and Biodiversity Conservation Act, 1999*. In the transition period, entries on the Register of the National Estate are being transferred to Local, State and National heritage registers. From February 2012, all reference to the Register of the National Estate will be removed from the *Environment Protection and Biodiversity Conservation Act, 1999* though it will remain a publicly accessible archive.

The Australian Heritage Places Inventory is maintained by DSEWPC, and contains summary information about places listed on all of the States' and Territories' Lists as well as Commonwealth Heritage Lists and the Register of the National Estate. It is an online, searchable database.

### **3.2 Queensland legislation**

Queensland's State heritage legislation addresses the protection of non-Indigenous and contact history heritage sites, significant for their place in Queensland's history. Indigenous cultural heritage, significant for its association with Aboriginal tradition and custom or scientific values, is protected under separate State legislation. State cultural heritage legislation, enacted under the *Queensland Heritage Act, 1992*, is specific to cultural heritage and, unlike the Federal Act, does not extend to environmental sites.

The Queensland authority responsible for non-Indigenous heritage protection is the Queensland Heritage Council, an independent advisory body, assisted by the resources of the Department of Environment and Resource Management (DERM). The Queensland Heritage Council manages a register of significant heritage places and sites, the *Queensland Heritage Register*, and, with DERM, administers the *Queensland Heritage Act, 1992*.

#### **3.2.1 Queensland Heritage Act, 1992**

The aim of the *Queensland Heritage Act, 1992* is 'to provide for the conservation of Queensland's cultural heritage for the benefit of the community and future generations' (Section 2.1). The Act (Section 2) enabled:

- the establishment of the Queensland Heritage Council
- the creation of the Queensland Heritage Register
- the regulation, in conjunction with other legislation, of development affecting the cultural heritage significance of registered places
- the provision for heritage agreements to encourage appropriate management of registered places, and
- the provision for appropriate enforcement powers.

Criteria for entry of a cultural heritage site to the Queensland Heritage Register are similar to those for inclusion of cultural heritage sites on the National Heritage Register, except that they relate to the history of Queensland. The specific criteria for inclusion of cultural heritage places on these lists are specified in Section 35 of the *Queensland Heritage Act*:

- importance in demonstrating the evolution or pattern of Queensland's history
- demonstration of rare, uncommon, or endangered aspects of Queensland's cultural heritage
- potential to yield information that will contribute to the understanding of Queensland's history
- importance in demonstrating the principal characteristics of particular classes of places
- importance because of its aesthetic significance
- importance in demonstrating a high degree of creative achievement at a particular period
- a strong association with a particular community or cultural group for social, cultural or spiritual reasons.

The Queensland Heritage Register, established under Section 31 of the Act, is a record of State heritage places and protected areas (Section 6 of the Act). Since amendments in 2008, it also includes archaeological sites. In general, entries to the Register include details of the boundaries of the area or place, its history, a description of its fabric and whether it is the subject of a heritage agreement. For State heritage places, a statement of significance is required, addressing cultural heritage criteria defined by the Act. For protected areas, a statement of significance, relevant to its declaration as a protected area, is required. For archaeological places,

a statement of significance, relating to established archaeological criteria, is required. The Register is a public document.

The Act specifically addresses the obligations and rights of owners and developers. The main requirement is that, under Section 68 of the Act, development of a place listed on the Queensland Heritage Register can only proceed with the approval of the Chief Executive of DERM. Any damage to a site or place listed or provisionally listed on the Queensland Heritage Register, attracts a penalty. Any member of the public can make an application for listing of a place of heritage significance on the register. Provisional listing occurs after the application is reviewed by departmental officers.

Improvements can be made with permission of the Department, so long as these do not diminish a site's heritage values. Benefits, such as tax concessions and access to expert heritage advice, are often made available to owners of heritage listed sites.

The identification of all cultural heritage sites cannot be guaranteed prior to development. This is especially the case with archaeological traces, which are often unearthed during construction. The obligation under Section 89 of the Act, is for a person to advise the chief executive of any archaeological artefacts and potentially important sources of information on Queensland history that are discovered during construction activities. As stated in the legislation the discovery of any archaeological artefact must be notified in a timely manner and include advice on where it was discovered as well as photographs and a description. Once artefacts have been reported, it is an offence under Section 90 of the Act to interfere with these artefacts within 20 business days of informing the Chief Executive of their discovery. Within this period it will be assessed by departmental officers to establish whether it meets the criteria for inclusion on the Queensland Heritage Register.

Places of heritage significance are not always listed on the Register, but are nonetheless known to landowners or to members of the public. Places can be nominated for inclusion on the Queensland Heritage Register at any time, and pending development may prompt such nominations. For this reason, measures are recommended to help identify previously unreported sites in project areas.

As soon as a site is nominated for inclusion on the Queensland Heritage Register, the Minister may issue a stop order to protect from damage any place (entered on the Register or not) considered to be of cultural heritage significance. A stop order

will operate for up to 40 business days until the place has been assessed and further decisions have been made about its fate (Section 154 of the Act).

Sites and places with only local heritage values or associated with locally significant events were formally recognised in a 2008 amendment to the *Queensland Heritage Act*. This required Local government agencies to establish their own registers of significant heritage places, or maintain lists of heritage places as part of existing planning instruments (Sections 112,113 of the Act).

### **3.2.2 National Trust Act, 1963**

The earliest recognition of the need to protect non-Indigenous cultural heritage in Queensland, had, apart from an Act to protect a single building in 1936, been the establishment of the Queensland National Trust (under the *National Trust of Queensland Act 1963*). Listing by the Queensland National Trust provides a major indication of a community's feeling about the value of buildings, precincts, natural environment places or culturally significant artefacts. However, despite being established by an Act of Parliament, listing on the Register of the Queensland National Trust provides no legal protection for places or buildings, or obligation on owners to conserve these properties.

The aim of the Trust, as stated in Section 5 of the *National Trust of Queensland Act, 1963* is to promote

- (a) the preservation and maintenance for the benefit of the public generally of lands, buildings, furniture pictures and other chattels of beauty or of national, historic, scientific, artistic, or architectural interest
- (b) protection and augmentation of the amenities of such lands, buildings and chattels and their surroundings, and
- (c) access to and enjoyment of such lands, buildings and chattels by the public

### **3.3 Legislation affecting sites of local heritage significance**

The 2008 amendment to the *Queensland Heritage Act 1992* allowed Local governments the choice of developing an approved list of locally significant sites or of ensuring the protection of these sites through existing planning measures. Planning measures typically take the form of a heritage overlay; one of several maps checked as part of the planning approval process.

A further amendment in 2008 provided for the integration of State and Local

government assessment and approval processes. This was effected under the Integrated Development Assessment System (IDAS) of the *Integrated Planning Act* 1997 (Section 121), which was aimed at aligning State and Local government planning procedures. The Integrated Planning Act was administered by the Queensland Department of Infrastructure and Planning. This Act has since been replaced by the *Sustainable Planning Act* 2009, which came into effect on 18 December 2009. This Act aims to overcome the inconsistencies between local planning schemes, and to co-ordinate Local, Regional and State planning. The instrument used under this Act is a set of standard planning provisions named the Queensland Planning Provisions (QPP).

In practice, the implementation of Local government responsibilities in relation to heritage has been slow to develop. The amalgamation of Shire Councils into Regional Councils has complicated this process. Anecdotal evidence is that site information has been lost in the transfer and that information formerly available from Shire Councils is not yet available from Regional Councils. The new Regional Councils (Western Downs, Toowoomba and Goondiwindi) have not yet fully developed the lists or processes required under the 2008 amendments to the *Queensland Heritage Act 1992*.

Shire Councils have in the past made valuable contributions to local history publications that are now a repository of invaluable information on locally significant sites. Some Shire Councils, for example Chinchilla Council, had also begun a far-reaching formal process of identifying significant historical sites, however, this process had been curtailed by the council amalgamation. Western Downs Regional Council assisted the site identification process with access to the Chinchilla records, but their own formal list of sites is limited to a list of burials. Millmerran Shire Council was helpful with a locally produced history and referral to knowledgeable local people, but hand written notes previously available at Millmerran and attached to property files, had been transferred to Toowoomba and are not yet accessible. Goondiwindi Regional Council has so far, not developed a list of locally significant heritage sites.

### **3.4 Cultural heritage guidelines**

The Burra Charter is a document developed by Australian heritage professionals establishing principles for the conservation and management of places of cultural heritage significance. These principles have been enshrined in procedures employed

by heritage agencies and heritage practitioners. The Burra Charter was developed at a meeting of heritage professionals held in the township of Burra in South Australia in 1978. It is a charter developed from European heritage guidelines and adapted to Australian conditions. The final version of the Charter was ratified by Australia ICOMOS (International Council on Monuments and Sites) in 1999 and is the accepted standard for cultural heritage assessment in Australia. The Charter spells out the process of establishing cultural significance and 'defines the principles, processes, and practices accepted as proper for professionals working in Australia' (Bickford 1991:39).

In the Burra Charter, cultural significance means 'aesthetic, historic, scientific, social or spiritual value for past, present or future generations' (Marquis-Kyle and Walker 1994). These values have been identified in the criteria used to assess historic places for inclusion in State and National heritage registers, and have been used in site assessment undertaken in this study.

### **3.5 Cultural heritage significance**

Not all heritage sites are of equal value and the level of site significance can be ascertained through the use of significance criteria. The level of heritage significance ranges from *Local Significance*, for places with only local heritage values that do not contribute to an understanding of the development of Queensland history and heritage, through places with *State, National and International Significance*, where their heritage values respectively contribute to an understanding of Queensland, Australian and world history and heritage. To be considered for World Heritage Listing, a place would also have to be of *outstanding value to humanity* (Heritage Council of Queensland 2006:5,6).

The Burra Charter provides the framework for the evaluation of the significance of heritage places and underpins the eligibility criteria for listing on the Queensland Heritage Register (Queensland Heritage Council 2006:2). Each of these broadly defined eligibility criteria is considered in turn, in conjunction with the *attributes* that these places must possess to be considered for heritage listing (significance indicators), and the *degree* to which these criteria are met to establish whether they are of Local or State significance (threshold indicators). Threshold indicators are detailed below in Section 3.6 and include the following site attributes: integrity, representativeness, antiquity, importance of settlement patterns or setting, cumulative importance, innovation, associations or their discovery through

systematic regional studies.

Each of the following eight significance criteria, outlined in Section 35 of the *Queensland Heritage Act, 1992*, highlights an attribute that may warrant a site's protection.

**a. Evolution or pattern of Queensland's history**

Places eligible for listing in this category document historic figures, events, phases, movements, processes, activities or ways of life that illustrate the evolution or pattern of Queensland history. The level of significance is greatest where the place has remained largely intact, where the setting remains largely unaltered and where the evidence of the event or association remains *in situ*. This category of historical places can be assessed in terms of their historical or scientific values (Queensland Heritage Council 2006:9). In the Guidelines to the Burra Charter it is argued that historical values can also be seen in the related aesthetic, architectural and societal values, thereby encompassing most types of heritage significance. It could be argued that any site or place had some role, in either the form or pattern of Queensland development. Whether these meet the conditions for heritage listing depends on an assessment of their regional importance, age, representativeness or rarity (Threshold Indicators).

**b. Rare, uncommon or endangered aspects of Queensland's cultural heritage**

Sites and places that document customs, processes, functions, land uses, designs, activities and life ways that are no longer common or were never common are recognised in this category. These places may also be considered significant in any of the other heritage significance categories. The Threshold Indicators used to assess the level of significance include the condition of the site or place, its distinctiveness or its uniqueness.

**c. Understanding of Queensland's history**

Places that can contribute to a better understanding of Queensland history include those with historical or scientific heritage values. These places can provide information on aspects of Queensland history that had not previously been investigated, on particular aspects of Queensland history that need further investigation, or can be used to further understand existing sites and places. The Threshold Indicators used to assess the level of significance for these sites and places include the antiquity, rarity and site condition.



#### **d. Demonstrating characteristics of a particular class of cultural places**

Places with architectural or historical significance may qualify for inclusion on the Queensland Heritage Register on the basis of their exemplifying architectural styles or construction techniques that are important in documenting Queensland's history. Significant attributes that are embodied in the fabric of a site or place that address this criterion include: places that illustrate a way of life, ideology, custom, land use, function, work of a particular designer, architect or architectural style or form, use of construction techniques or materials; which contribute to an understanding of the evolution or pattern of Queensland history. The degree to which these places meet the criterion is reflected in the following Threshold Indicators: integrity, antiquity, rarity and uniqueness.

#### **e. Aesthetic significance**

Places with widely acknowledged qualities of elegance and beauty, visual merit or interest are recognised in this heritage listing criterion. These places possess aesthetic and architectural significance. Qualities that might be considered in the assessment of the aesthetic qualities of a building or monument may include its form, scale, inter-relationship of components, unity, contrast, colour, texture and fabric (Heritage Council of Queensland 2006:13). The significance indicators for these sites include the possession of attributes of beauty, evocative qualities, landmark qualities, expressive qualities or symbolic meaning. To gauge the level of significance the following Threshold Indicators are relevant: the degree of preservation, integrity, setting and location, and degree of representativeness.

#### **f. Degree of creative or technical achievement at a particular period**

Sites and places with artistic, technological or architectural values are recognised in this listing criterion. These places may have artistic or architectural values, may display innovation or new technology, may represent new construction techniques or designs or may be evidence of the creative adaptation of existing technologies. The level of significance can be assessed using the Threshold Indicators of site integrity and public or peer recognition for architecture.

#### **g. Associations with a particular community or cultural group for social, cultural or spiritual reasons**

The importance given to buildings and places through their community connections is also recognised in Queensland Heritage Register listings. This criterion addresses

the social significance of heritage places. Places can be listed as a result of significance associated with their importance as a landmark or a meeting or gathering place, connection with events that have had a profound effect on a particular community or ethnic group, importance in connection with ceremonial or ritual activities, or through their place in meeting an essential community need. The Threshold Indicators that test the level of significance are associated with a place's length of association, a demonstrable connection with a particular community or evidence of former connection.

#### **h. Association with a person, group or organisation important in Queensland history**

Places with connections to notable people and organisations are eligible for listing on the Queensland Heritage Register. These places with historical significance have demonstrable connections with people, groups or organisations that have contributed to the evolution or development of Queensland's society or physical environment. The Threshold Indicators include the level of importance of the person, group or organisation to Queensland history; and the duration, extent and impacts of the connection with Queensland.

### **3.6 Threshold indicators**

To assess whether a site meets the conditions for listing on a Local, State or National scale, and to bring a greater level of objectivity to that assessment, a number of threshold indicators have been proposed. These threshold indicators have been adapted from the *Illustrated Guide to Entering Houses in the Queensland Heritage Register* (Heritage Council 2005). These indicators apply mainly to standing structures (buildings in particular), and to a lesser degree to archaeological sites and localities, and enable some quantification of the degree to which a site meets the criteria identified in s.23(1) of the *Queensland Heritage Act 1992* (listed above in Section 2.1.1). The indicators are:

- Integrity
- Representativeness
- Antiquity
- Pattern of settlement/ regional importance
- Importance of the sum of the parts
- Innovation
- Importance of association

- Identification in a study or survey.

The two initial indicators: *integrity* and *representativeness* are most relevant to the evaluation of heritage significance in a rural setting, as the significance of the sites must be determined without the overt benefit of the impressive public buildings that typify the city or large country centre. These conditions apply equally to archaeological sites.

### **Integrity**

The integrity of a site refers to how much or little disturbance has occurred. The spatial arrangement of artefacts and features left by a site's occupants provides vital clues to the nature of the occupation of that site. Sites and structures that preserve features dating from the earliest period of construction or occupation are more significant than sites disturbed by subsequent phases of building or occupation. The greater the amount of removal of earlier occupation evidence, the less information can come from a site, resulting in a lowered research potential and heritage value.

### **Representativeness**

Site significance can be assessed without reference to other sites in the region. While every site is unique in some respects, much of the information that can come from one site could equally be obtained from others. The criterion of representativeness (how well a particular type of site is represented), allows sites to be evaluated with reference to an area's total known archaeological record. Rare sites are of greater significance than common sites, as they often contain unique information.

In areas where few sites have been listed on heritage registers, any new site of a particular type is more likely to be considered important than if numerous sites of that type had previously been found, recorded and assessed.

### **3.7 Levels of significance**

Significant cultural heritage places provide a sense of the connection between the community and landscape, between the past and the present, and are the tangible traces of national identity and experience. Some cultural heritage sites in Queensland have importance to all Australians, others have importance to Queenslanders alone, and some have importance within the local community. The level of significance can be assessed using the Threshold Indicators specified above.

If a site or place meets the criteria, it will be eligible for listing on the Queensland Heritage Register, Local heritage register, or listed in a local planning scheme.

In addition to locations deemed to be of National, State or Local significance, are other sites that may not meet register listing criteria, but that still provide a setting in which to understand the region's historical land-use. These locations can be described as having historical interest (HI). Sites assessed as being historically interesting, do not necessarily warrant the level of protection suited to sites with National, State or Local heritage significance. To fully assess these sites, the involvement of the local community is required (Marquis-Kyle and Walker 1994).

### **3.8 Significance and setting**

The significance of any cultural heritage site, at whatever level of significance, is enhanced by remaining in its original setting. This is a notion well understood by archaeologists and Indigenous people who know the value of provenance and place. It is one of the principles outlined in the Burra Charter (1999). The physical remains of history in the landscape can be thought of as 'hooks to the past' (Personal communication Nell McQueen, local historian Millmerran January 2010) where the objects and their setting can help inform about how the region developed in time and space. It is, however, a notion at odds with local heritage practices that sanction the removal of items, large and small, for storage in museums. While this can sometimes be justified on the grounds of protection the significance of objects is lost or diminished when removed from their original context. An opposing argument, in favour of relocation, is that heritage items are more accessible to the public when brought to central locations, such as open-air museums (e.g. the Miles and District Historical Village and Museum) where they can be preserved and serve as educational tools.

The practice of building relocation in Queensland was common in the past, where mostly timber buildings were moved in response to changes of population and settlement focus. Buildings as large as hotels were transported by bullock teams when one town declined and another flourished, and provisional schools in particular were routinely moved to new locations in response to changing pupil numbers.

### **3.9 Significance assessment of archaeological sites**

Since 2008 non-Indigenous archaeological sites have been included in the Queensland Heritage Register, although few have made their way onto local

registers. Archaeological sites can be entered on the Queensland Heritage Register if they contain or may contain items that are an important source of information about Queensland history (*Queensland Heritage Act, 1992, Section 60*).

Archaeological sites may have social or historic values but most commonly possess scientific values, usually synonymous with research potential. There are a number of criteria used to assess archaeological (scientific) site significance. These include the site's integrity, structure, and contents: properties that permit the assessment of a site's value for research purposes.

Site integrity refers to the degree to which a site has been disturbed, or how well it has been preserved. The spatial distribution of artefacts and features at a site can provide important clues about the nature of a site's use, and therefore, sites that are least disturbed, are generally of greater value for research purposes.

Site structure refers to the physical properties of a site, including its stratigraphy, size, the patterning of archaeological material and presence or absence of built structures. A site with undisturbed sub-surface features has greater research potential than a site that has been modified by later land-use or by illegal scavenging. A site's structure is sometimes indicated by surface features, but in other cases can only be established by remote sensing techniques or by sub-surface examination.

Site contents include the range of artefacts and structures found in a site. Some sites contain a diverse range of cultural items, allowing various aspects of a site's history to be examined.

### **3.10 Historical themes**

A number of themes in Queensland's historical development have been identified by historian Thom Blake (1996) and are used by the Queensland Heritage Council in the classification of sites on the Queensland Heritage Register. Based on a model used by the Australian Heritage Commission, these themes categorise the range of activities that occurred in the State's development from earliest times to the present. These broad themes and the sub-themes derived from them are used to ensure that the full range of site types is represented on the Queensland Heritage Register.

These themes have been used to categorise sites identified during the present study. More than one theme may apply to some sites. The themes are:

- Peopling the land
- Exploiting and/or utilising the land
- Developing secondary/tertiary industries
- Movement of people, goods and information
- Building settlements and dwellings
- Maintaining order
- Creating social and cultural institutions
- Educating Queenslanders
- Providing health and welfare services.

#### **4. Methodology**

The Surat Gas Project development area encompasses an area of approximately 8,600km<sup>2</sup>, measuring nearly 300km north-south and 70km east-west, at its widest. Given the extent of the project development area and that the location of the project gathering infrastructure and compression and processing facilities has yet to be defined, a multi-staged assessment process has been used to document known non-Indigenous sites and places and assess the potential for others to occur in the study area. The initial assessment entailed detailed historical research, the examination of documentary sources and consultation with local groups and individuals. This evidence of heritage places and historical themes has been used to identify zones within the project development area with a high potential to contain further historic sites and places. Following this site modeling, localised field investigations were undertaken in these sensitive zones leading to the recording and documentation of additional historical places and sites.

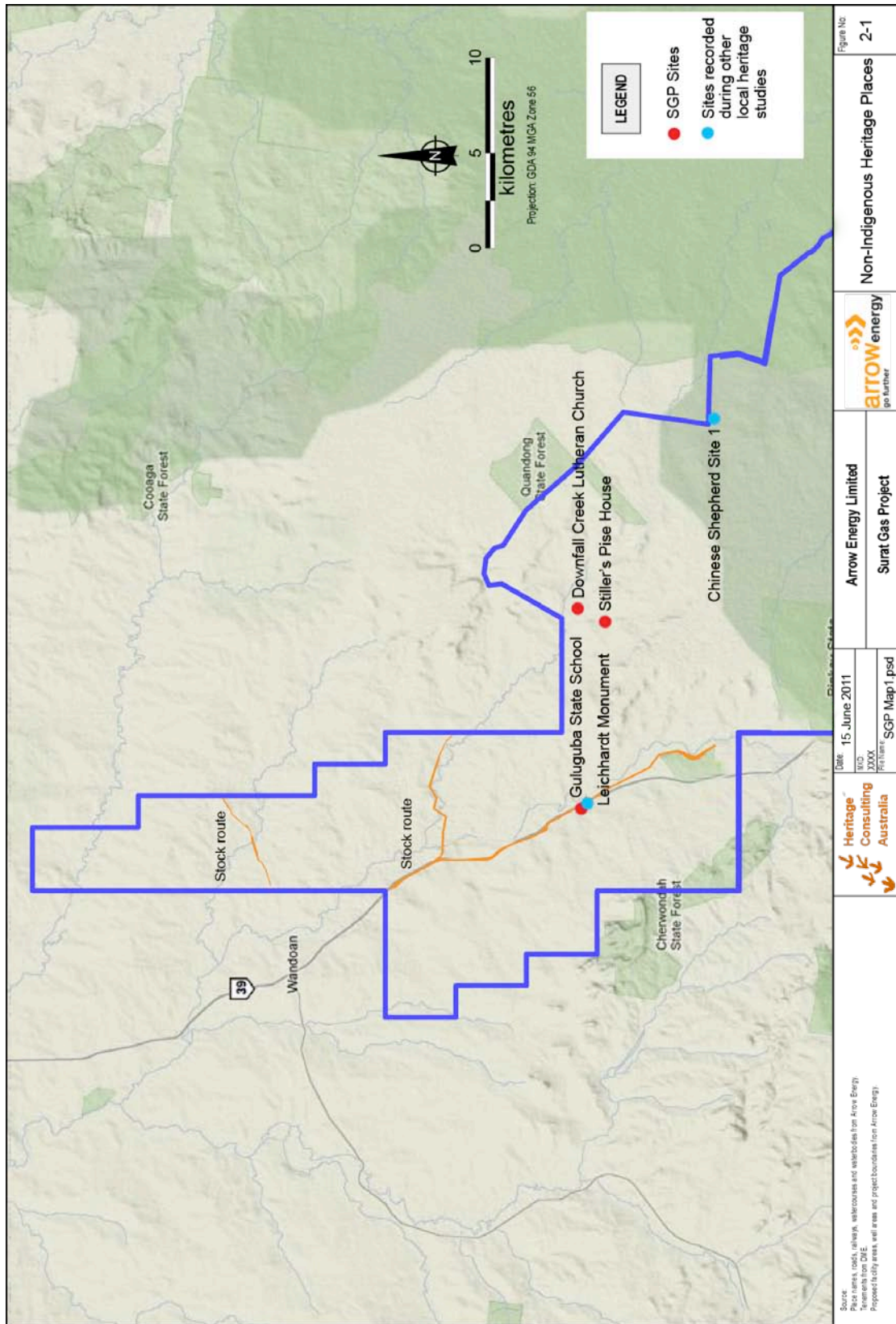
##### **4.1 Desktop investigation**

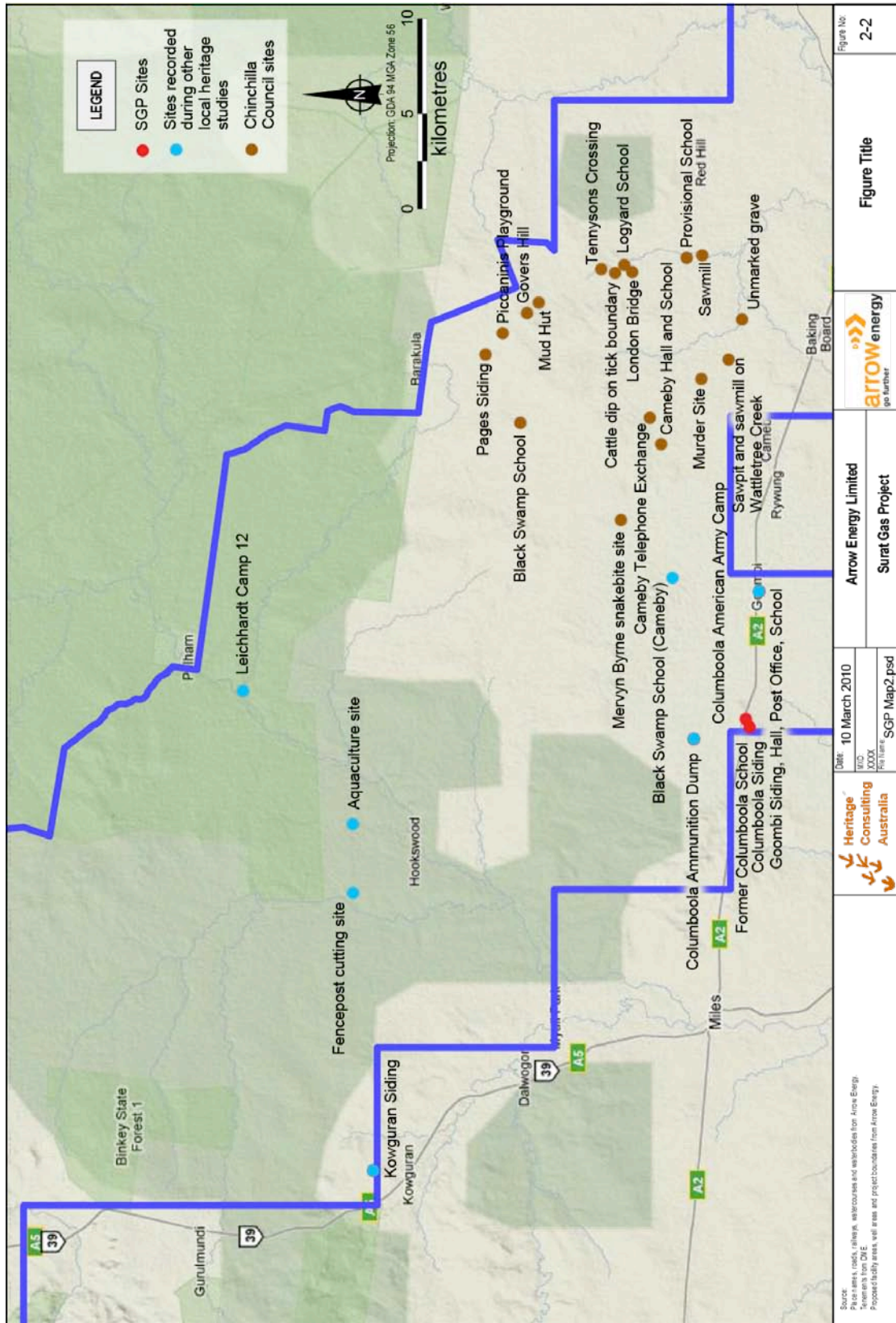
The first task of this assessment was to describe known and potential non-Indigenous cultural heritage values of the proposed project development area. This included a review of known sites and places. The sources of information included on-line resources for details of previously listed heritage sites: the Cultural Heritage Management System of DERM for sites on the Queensland Heritage Register, and the Australian Heritage Database of DSEWPC for sites of national and international significance. The location of these sites and places is shown in Figures 2-1 to 2-8.

Historical research using publicly available books and histories was then undertaken to identify themes of settlement and land use. Local history archives, museum



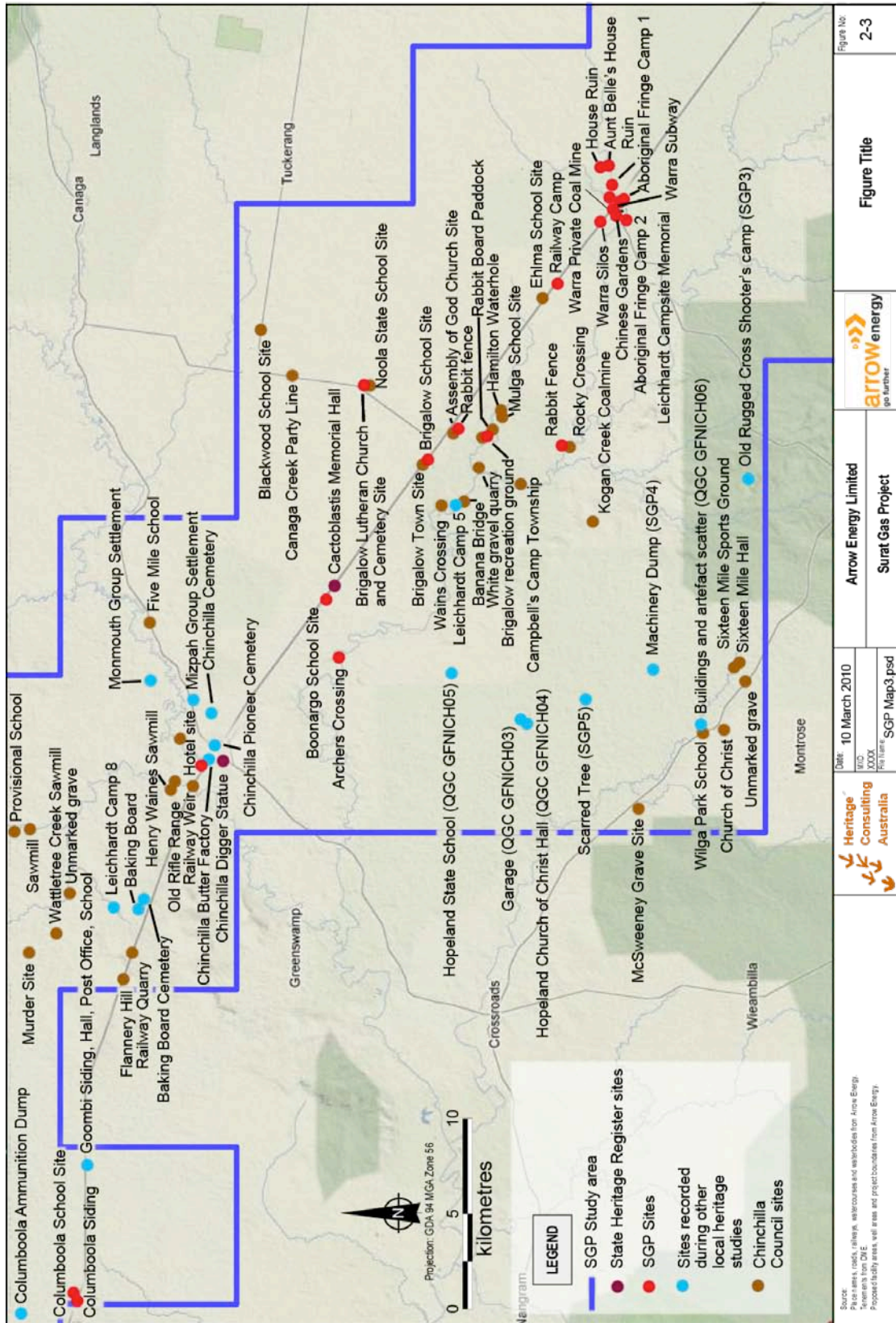
resources and the local history sections of public libraries throughout the region were

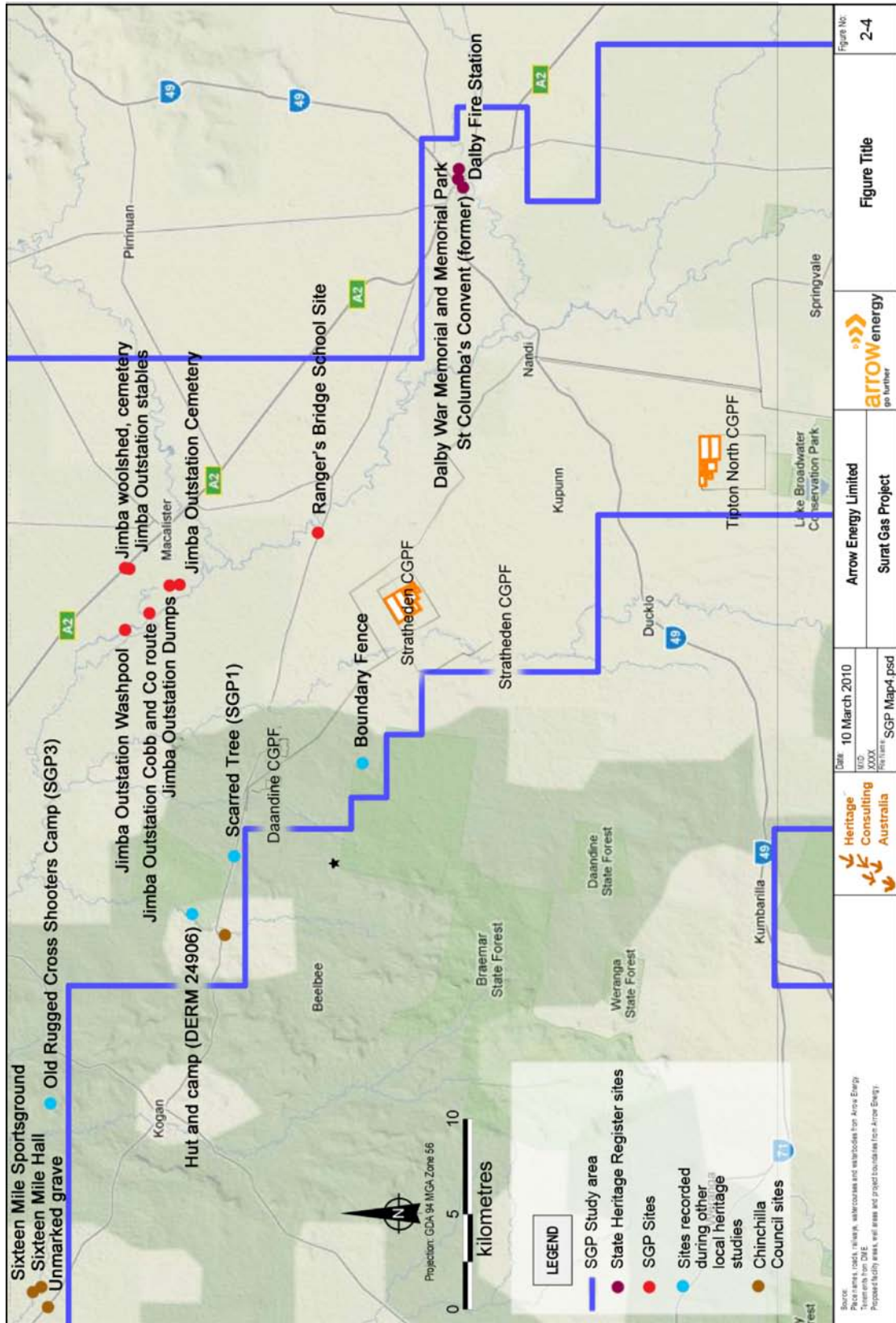




	Date: 10 March 2010 VIC: 0000 FOR FILE: SGF Map2.psd	Arrow Energy Limited Surat Gas Project		Figure No: 2-2
	Source: Place names, roads, railways, watercourses and waterbodies from Arise Energy. Townships from DfE. Proposed facility areas, well areas and project boundaries from Arise Energy.			

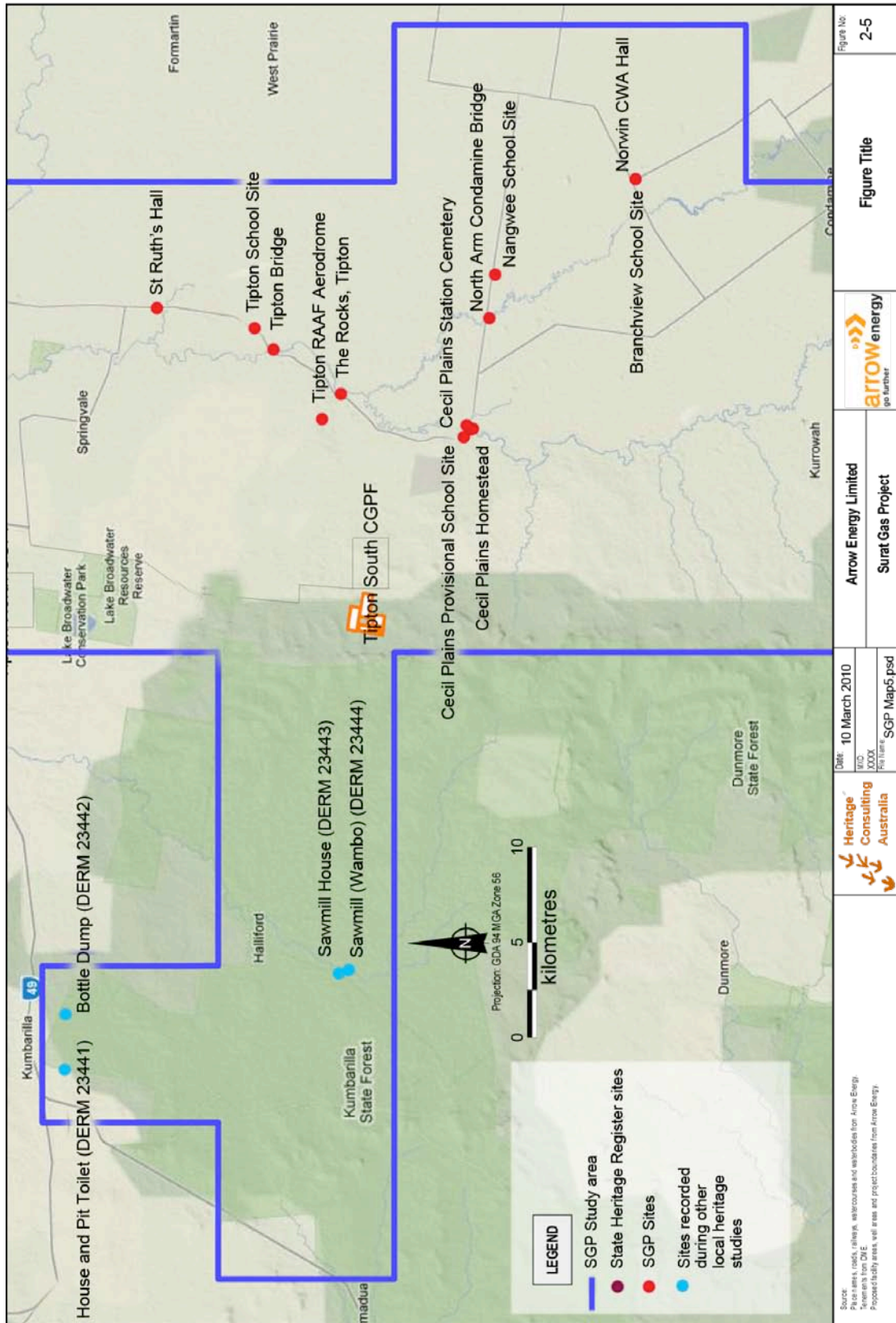


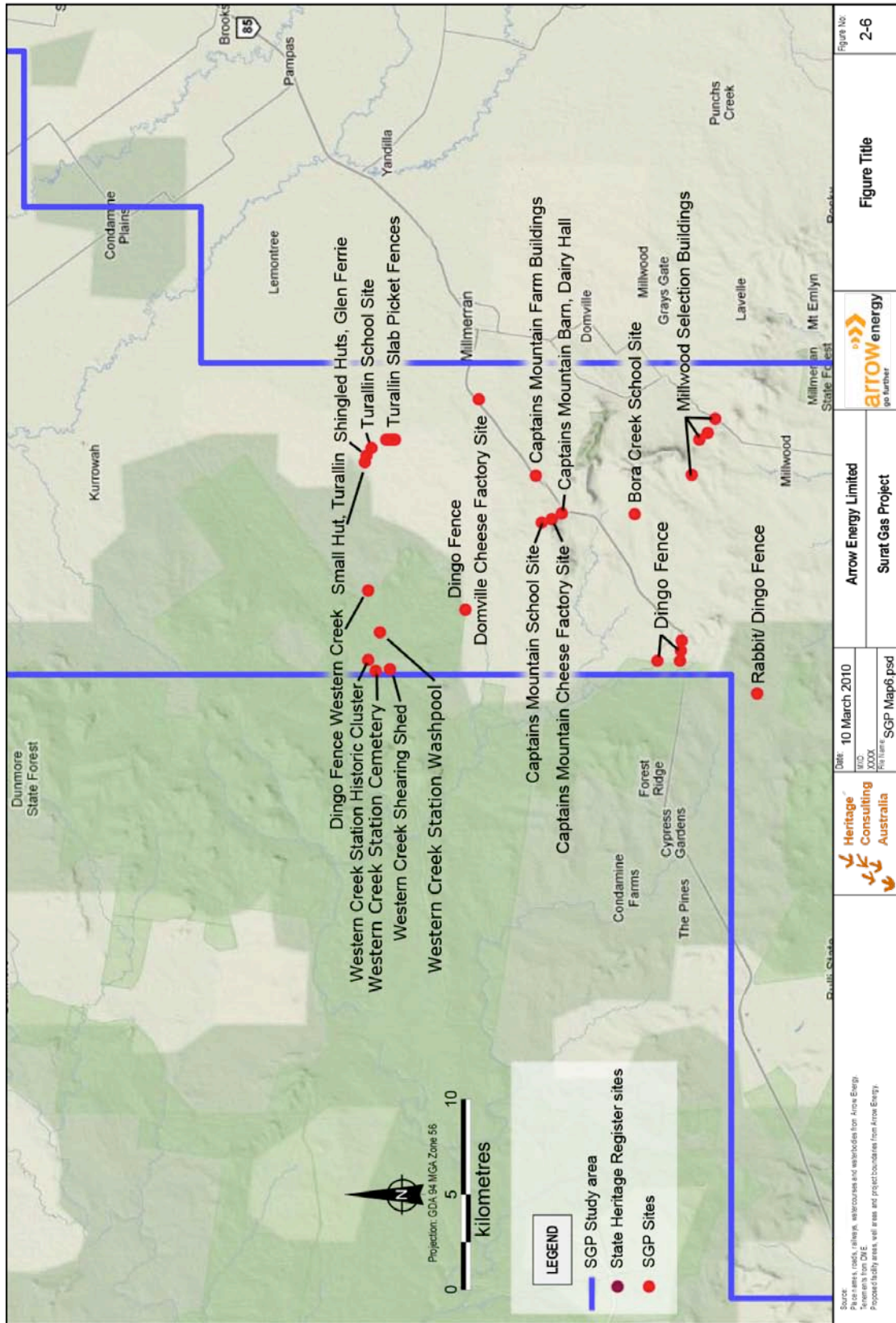




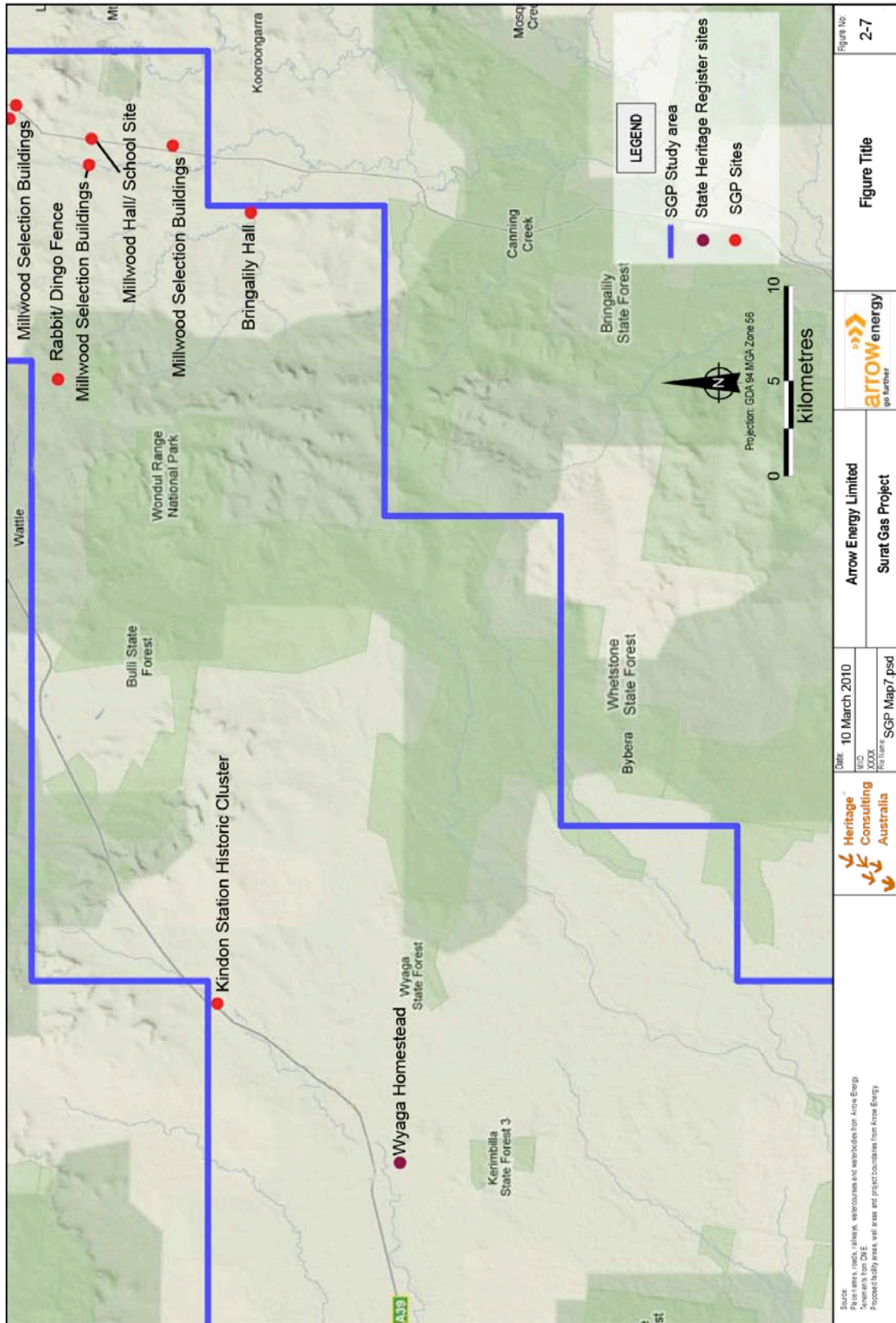
Arrow Energy go further		Figure No	2-4
Arrow Energy Limited Surat Gas Project		Figure Title	
Date	10 March 2010		
VDI	0004		
Project	SGP Map4.psd		
Heritage Consulting Australia			
<small>Source: Place names, roads, railways, water courses and waterbodies from Arrow Energy. Towns and non-DSE. Proposed facility areas, well areas and project boundaries from Arrow Energy.</small>			













searched, with guidance from local historians and other knowledgeable local residents. Local and regional heritage studies were reviewed, both inside and around the edges of the project development area. These revealed additional sites, but more importantly, historical themes and settlement patterns that identified significant heritage precincts and site sensitive zones within the project development area.

Discussions took place with local historians, members of local historical societies, family history societies and local residents with an interest in the region's history. These local historians revealed detailed knowledge on many of the region's sites and freely gave advice, in the hope that their advice would ensure that important cultural heritage sites were protected. A public information campaign was conducted, using community forums and direct mail out to elicit responses from landowners about heritage items that might occur on their properties. Property owners who responded were contacted and the sites were inspected and recorded. Historic sites and places located during field investigations were assessed using criteria established under State heritage legislation and in accordance with accepted heritage practice.

Identified sites were mapped as layers on a Geographic Information System (GIS) database, and in combination with mapping of infrastructure (notably roads, railways and vermin fences) and cadastral data (notably stock routes), patterns of non-Indigenous site distribution were identified. From this site sensitivity mapping, zones of high site potential were revealed.

The mapping of sites and sensitive zones will be used to assist in the planning of infrastructure placement, with the aim of avoiding known sites and minimising potential impacts to sensitive heritage precincts. The information will be used to formulate a management plan to provide measures for the identification, protection and management of sites not previously located.

#### **4.2 Field investigations**

A program of targeted field investigation was undertaken through the project development area. Initial field survey and consultation with historical societies commenced in October 2009 and continued with increased intensity through November and December 2009 and January to March 2010.

The 2009 fieldwork concentrated in the area from Wandoan through Miles, Chinchilla and Warra to Dalby and Cecil Plains. The 2010 fieldwork was centred in the southern

part of the project development area from Dalby through Tipton, Millmerran, Western Downs, Captains Mountain and toward Goondiwindi. Three key, private properties important for their connection with the earliest period of settlement in the project development area were visited. These were Cecil Plains, Western Downs and Darrington (the outstation of the original Jimbour Station). The Juandah Historical Society also facilitated a private tour of the remains of Juandah Station (Wandoan), which is currently closed to the public.

### 4.3 Consultation

Information on non-Indigenous heritage sites in the project development area came from a wide range of sources, however, the most valuable of these were local historians and long-term district residents. The majority of sites they identified were recorded in no other source. Additionally, representatives of organisations charged with protecting heritage sites, including Shire and Regional Council officers provided valuable insights. The people contacted as part of this investigation are listed in Table 1.

**Table 1. List of heritage contacts in the project development area.**

Organisation or location	Region
Wandoan Heritage Society	Wandoan district
Miles and District local historian	Miles and district
Miles and District Historical Village and Museum Committee	Miles and district
Chinchilla and District Historical Society and Museum Committee	Chinchilla and district
Chinchilla Field Naturalist's Club	Chinchilla district
Chinchilla resident	Chinchilla district
Chinchilla resident	Chinchilla, Baking Board, Columboola
<i>The Shanti</i> (Bug Farm)	Cactoblastis research and breeding station
Councillor, former mayor, Chinchilla Shire Council, Significant Sites Project	Chinchilla and District
Warra Progress and Heritage Society Inc	Warra district
Dalby resident	Warra district
Owners of Darrington	Darrington, Macalister
Dalby Family History Society Archives	Dalby district
Cecil Plains History Group	Cecil Plains, Tipton
Owner of Cecil Plains Homestead	Cecil Plains
Cecil Plains Railway Museum Archives	Cecil Plains, Tipton, Nangwee, Norwin



Organisation or location	Region
Millmerran and District local historian	Millmerran district
Millmerran and District Historical Society	Millmerran district
Captains Mountain resident	Captains Mountain district, Western Creek Station, Millmerran district, Bora Creek
Goondiwindi and District Family History Society	Goondiwindi district
Goondiwindi Resident	Wyaga Station
National Trust of Queensland	Entire project area
Chinchilla Council	
Millmerran Council	South-eastern portion of gas field
Goondiwindi Regional Council	South-western portion of gas field
Western Downs Regional Council	Northern and eastern portion of the gas field
Dogwood Crossing @ Miles (Council Hub)	Miles district
Wandoan Council Library Dogwood Crossing @ Miles Chinchilla Council Library Dalby Council Library Goondiwindi Council Library Millmerran Museum Archives	Wandoan Miles Chinchilla Dalby Goondiwindi
Juandah Historical Site Miles Historical Village Chinchilla Historical Museum Dalby Pioneer Village Millmerran Museum Goondiwindi Customs House Museum	Wandoan Miles Chinchilla Dalby Millmerran Goondiwindi

The resources of regional libraries and Regional Council Officers were consulted and proved a valuable source of information on non-Indigenous sites in the district. The former Chinchilla Shire Council, now part of Western Downs Regional Council, had already commenced the process of identifying significant sites. A committee of people with knowledge of the history in each local Parish was brought together by the then Mayor (Councillor Bill McCutcheon) and asked to mark on small-scale parish maps, significant or noteworthy sites. Site information was recovered from these maps as part of the present study and has been incorporated into the mapping and site sensitivity mapping. Further work would be required to identify the exact location of these sites.

A number of local historians provided particular assistance by accompanying the consultants and revealing the location of important sites. These included: Peter

Antonio, Dinah Frazer, Merlene Coates-Freeman, John Gray, Nell Macqueen, Eugenie Navarre and Glennis Philbey. Lyn Frazer and Marg Neville provided invaluable advice on sites in the Warra and Tipton districts.

#### **4.4 Limitations**

The historical research and fieldwork program has yielded considerable results, in an area where in the past there has been only limited systematic site recording. Coverage of the project development area has been complete in many areas, with further unrecorded sites likely to occur in the Condamine Plains, Daandine, Columboola and Goondiwindi districts.

Another limitation, additional to the incomplete prior survey coverage, comes from a bias toward built heritage, with few strictly archaeological sites listed. In the project area, this is compounded by the small numbers of sites that have been listed. This is despite archaeological sites known from outside the project development area and the keen interest of community members in the protection of historical sites. Although a number of sites had previously been identified in heritage lists and recorded during field studies associated with this investigation, other sites remain undetected. Measures to ensure the identification and protection of previously undetected sites are therefore an essential part of the process of minimising potential construction impacts.

#### **5. Existing environment**

The project development area is located in a region that has seen non-Indigenous visitation dating from the mid-19<sup>th</sup> Century with the arrival of the earliest explorers to the Western Downs region. These were soon followed by squatters who ventured out from the settled districts and took up land and thus initiated the displacement of the original Indigenous inhabitants. The landscape bears the traces of a diverse range of activities from altered vegetation communities to buildings and scattered archaeological sites.

These study sites can be examined in the context of the regional history and this in turn can be viewed through the lens of themes in the region's exploration and development. These themes are adapted from those used by the Queensland Heritage Council in the assessment of suitability for inclusion in the Queensland Heritage Register.

## 5.1 Registered sites of national or international significance

No sites and places recorded in the Surat Gas Project development area have been registered on the National or Commonwealth Heritage Lists as having national heritage significance. One site, the Dalby War Memorial and Memorial Park, was entered on the Register of the National Estate in 1996, and this has been transferred to the Queensland Heritage Register. No sites of world heritage significance occur in the project development area.

## 5.2 Registered sites of state heritage significance

Seven sites assessed as having state heritage significance are found in the Surat Gas Project development area. These are listed below in Table 2. Only one of the sites is located outside of a township. The sites located in townships are distant from any proposed activities associated with the development of the Surat Gas Project. One site, Wyaga Homestead, is located near the southern edge of the project development area.

**Table 2. List of State registered heritage places in the project development area.**

Place	Heritage register	Description
Dalby War Memorial and Memorial Park	Register of the National Estate Place ID 16144 Queensland Heritage Register Place ID 600441 National Trust of Queensland NTQ File number DBY 1/4	The Dalby War Memorial was erected in 1922 to commemorate the 360 local men who fought in WWI. The Dalby digger statue was modelled by British sculptors, John Whitehead and Sons of London. It is one of only two known examples of their work in Queensland, as well as being one of only two bronze diggers in the State. The statue was cast at the foundry of A B Burton in London, whilst the stonework, including the pedestal and gate pillars, was produced by J. Shill of Dalby.
Dalby Swimming Pool Complex	Queensland Heritage Register Place ID 602564 National Trust of Queensland NTQ File number DBY 1/6	The Dalby Swimming pool complex was built in 1936 and is the earliest Olympic sized pool in Queensland outside Brisbane. Work commenced on 1 July 1936 and it was opened in November that year. At the time, the pool was the most modern in Queensland, using the latest filtration and chlorinating equipment to treat the artesian water used to fill the pools.

Place	Heritage register	Description
Dalby Town Council Chambers and Offices (Former)	Queensland Heritage Register Place ID 601018	The former Dalby Town Council Chambers and Offices were built in 1932. These were the third Council Chambers to be built in the town.
St John's Anglican Church, Dalby	Queensland Heritage Register Place ID 602399	St John's Anglican Church, is a brick church built in 1922-1923 and is the third church of that name built on this site. The first was built in 1866. Stained glass windows, the pulpit and much of the furniture from the second church (1876) were transferred to the new building.
Dalby Fire Station	Queensland Heritage Register Place ID 602754	The central portion of the Dalby Fire Station dates from 1935 and includes extensions built in 1963 and 1957. It is the oldest and longest operating fire station in regional Queensland.
St Columba's Convent (former), Dalby	Queensland Heritage Register Place ID 602761	The convent is a substantial brick and timber building in 1913 from donations made by parishioners.  The convent was designed by local architect George Bernard Roskell. It illustrates the spread of the Catholic Church in regional Queensland, and the contribution made by the Sisters of Mercy in its establishment of convents, schools and boarding accommodation. The order occupied St Columba's until 1990.
Chinchilla 'Digger' statue Chinchilla War Memorial	Queensland Heritage Register Place ID 601269	This monument was erected as part of the Chinchilla War Memorial and unveiled on 30 January 1919 by the Governor of Queensland Major Sir Hamilton Goold-Adams. The memorial was designed and built by the masonry firm of Petrie & Son in Brisbane. It commemorates the contribution made by local residents who enlisted to fight in WWI.
Boonarga Cactoblastis Memorial Hall	Queensland Heritage Register Place ID 601273 RNE Place ID 16252 National Trust of Queensland NTQ File number CHL 3/0	A timber hall built in the small settlement of Boonarga on the Warrego Highway, 12km east of Chinchilla. The hall was built to commemorate the role of the <i>Cactoblastis</i> moth in controlling

Place	Heritage register	Description
		the prickly pear cactus in northern NSW and southern Queensland during the late 1920s and early 1930s, and of the role of the research station at Chinchilla in developing this effective biological control.
Wyaga Homestead	Queensland Heritage Register Place ID 600940 National Trust of Queensland NTQ File number WAG 1/1	Wyaga, situated northeast of Goondiwindi, is one of the oldest cattle runs in the original Darling Downs district. It was leased by David Perrier in 1849. The homestead was built in c1862 from hand-sawn timber with a shingle roof and using square, hand made nails. A number of outbuildings, including a new woolshed were built in the 1930s. The homestead was substantially altered and extended, possibly during the 1950s.

### 5.3 National Trust listed sites

The National Trust of Queensland (NTQ) was contacted for information on properties listed in their database of heritage places. The NTQ's Information Officer carried out a search and provided a list of nominated and listed properties and places. These include sites from the Western Downs and Goondiwindi Regional Council areas. Seven NTQ sites occur in the Surat Gas Project development area and all but one of these are located in towns or settlements. These sites are predominantly public buildings, of which four are listed on the Queensland Heritage Register. Another heritage site, Wyaga Station Homestead, is also a registered site of state heritage significance.

**Table 3. List of National Trust of Queensland listed sites in the project area. Those marked with an asterisk are also on the Queensland Heritage Register**

Place	Location	NTQ File Number
<b>Western Downs Regional Council</b>		
Cactoblastis Memorial Hall*	Warrego Highway, Boonarga	CHL/0
Nandef Precinct Dalby The Dalby Milling Company	Dalby	DBY 1/2
Former CBC Bank	126 Cunningham Street, Dalby	DBY 1/3
St. Columba's Convent School (St. Columba's Old Infant School)	Jimbour Street, Dalby	DBY 1/5

Place	Location	NTQ File Number
Dalby War Memorial*	Patrick Street, Dalby	DBY 1/4
Dalby Swimming Pool and Arthur G. Obst Stand*	Patrick Street, Dalby	DBY 1/6
<b>Goondiwindi Regional Council</b>		
Wyaga Station Homestead*	Millmerran Road, Wyaga	WAG 1/1

#### 5.4 Sites identified during fieldwork

Through a systematic program of field survey and consultation with local historians and members of the public, 60 sites and site complexes, additional to those previously recorded in national, state and local heritage lists, have been identified. These have been recorded in some detail and assessed against the criteria specified in the Queensland Heritage Act, the Burra Charter, themes in Queensland history, and threshold indicators, to evaluate their significance. The location of these sites is shown in Figures 2-1 to 2-8.

**Table 4. List of sites identified during fieldwork in the project development area**

Site Name	Location	Description
Lutheran Church, Hall, Cemetery, Downfall Ck	On the corner of Upper Downfall Creek Road and Stiller Bros. Road	This site comprises St John's Lutheran Church and adjacent community hall. German families came to Downfall Creek from the Barossa Region of South Australia, in the 1910s to take up closer settlement selections. The church and hall, clad in tin sheets, are still the focal point of community events. There is a small cemetery behind the church.
Stiller's original pisé house, Downfall Creek	<i>Ellimatta</i> , Stiller Bros. Road	Pisé hut, still in reasonable condition. Built c1910 by Friedrich Johann Stiller, one of the original settlers in the period of closer settlement. It was the home of he and his wife Minnie (Wilhelmina) until their deaths at Downfall Creek in 1921 and 1931. Their son Ardie (Johann Adolph) stayed on in the house until his death in 1962 (#3000468 M C-F files).
Columboola Siding	At Columboola, 15.5km east of Miles	One of a number of sidings along the Western Rail line. It is opposite the site of an old sawmill. These sidings were important as locations where sleepers and bridge timbers were loaded for the construction of the railway, then as places to collect cream and other produce for transport on the rail.
Former Columboola School	Beside Boort Koi Road, north of Warrego Highway	Site of the former Columboola School, now an operating part-time school called the Columboola Environmental School. Prior to it being a school site, this was the site of the WWII US Army Camp.
Chinchilla Sawmill (c1920)	Edward Street Chinchilla	This operating sawmill was opened in c.1920. Land owned by the sawmill operator to the east of sawmill to Dogwood Creek was sub-divided for

Site Name	Location	Description
		sawmill workers' cottages.
Site of Former Boonarga School	Southern side of Warrego Highway, Boonarga	School site, now covered with trees. Includes gate timbers and a small shed at the rear of the site.
Archer's Crossing	Located 3km south of the Warrego Highway, along Archer's Crossing Road and approximately 8km southeast of Chinchilla	Popular swimming hole near Chinchilla, used along with other swimming holes until 1960, when a swimming pool was built in the town.
Brigalow School and Site of original town of Brigalow	Warrego Highway 1.2km west of township	This school is still in operation and is located on the site of the originally surveyed town, although it now lies to the northwest of the town. The town site was selected as there was already a school present, although it was found unsuitable as it was on a slope and the steam trains were unable to stop here. To accommodate the railway, the town was moved to the bottom of the slope.
Historic Cemetery associated with the Brigalow Lutheran Church	On northern side of Haystack Road, near its junction with Brigalow Canaga Creek Road, beside Lutheran Church. Location 5.0km north of Brigalow.	This cemetery dating 1919-1950, has the graves of twelve adults and fifteen children, members of a small number of German families, mostly between the wars. The headstones reflect the hardships of a small community where many children died at an early age. The children are grouped together within the cemetery.
Rabbit Proof Fence	The rabbit-proof fence traverses the project area at a number of locations. It runs south from the southwestern corner of the Barakula State Forest to the Warrego Highway which it follows eastward, passing around and to the south of Chinchilla. It follows the Warrego Highway to Brigalow, where it heads south past Kumberilla, past Captains Mountain and the southeast to the New South Wales border.	Portions of the rabbit-proof fence are found across the project area, particularly in the northern section east and west of Chinchilla, and in the southern portion north and south of Captains Mountain.  Rabbits were introduced into Victoria in 1859 and spread rapidly. Rabbit proof fences were attempted from the 1880s. Many were adapted to become dingo proof.
Site of Railway Camp near Ehlma	Ehlma, 5.4km west of Warra township	This is the site of an old railway camp, occupied during construction of the western line. All that remains is an agave cactus ( <i>Agave</i> sp.) and some microtopography. Old bottles collected from the site are now displayed in the Dalby Pioneer Museum. Although the paddock in which the camp was located has been ploughed, it retains some archaeological potential.
Warra Grain Silos	Eastern side of the Warrego Highway, Warra township.	Three banks of silos located on the eastern side of Western Railway line and 1.8km west of Warra township.



Site Name	Location	Description
Chinese Garden, Stone Sheep Folds, Well	Warra	The remains of an <i>Agave</i> sp. cactus fence, planted to keep children away, extends approximately 50m on the northern side of (and is parallel to) Cooranga Creek. There are also the remains of a Chinese well and small, stone sheep folds.
Aboriginal Fringe Camp 1, Warra	To north of Warra – Cananga Creek Road, beside Cooranga Creek	The site is located in a patch of remnant bushland beside Cooranga Creek, on the northeast edge of town. Historical accounts describe the area as having been the site of an Aboriginal camp present in 1908 that was largely abandoned in 1908 after the creek flooded. After the flood, the Aboriginal people were moved to reserves.
Aboriginal Fringe Camp 2, Warra	Located between Warra – Kogan Road and Cooranga Creek, southwest of Warra township	This site is located on vacant land and no traces of the original dwellings survive.
Ruins of Aunt Belle's house	Located on northern side of Cooranga Creek, to the northeast of Warra township	The ruins are of a timber house and smaller structure. Local historian Lyn Taylor's father told her that his aunt, who was married in the 1890s and lived here, talked of having had slits in her house walls in case of needing to shoot at Aboriginal intruders. Lyn's information is that Aboriginal people walked along Cooranga Creek on their way to the Bunya mountains.
Two-Up Site, Warra	In bend on Cooranga Creek, 300m north of the Warra Railway Station.	This is the site of a former two-up ring used by the miners from the nearby Warra coal mine. The mine operated from 1914-19.
Warra Railway Camp	Located near the Warra railway station	Site of former railway camp. Camps like this were established along the Western line for workers and their families. Old bottles were found at the site.
Warra Heritage Park	Warra township	The Park was a Centenary of Federation Project. It contains historical buildings and features including the old Warra railway station and old Haystack School transported to the site, an old baking oven, old petrol pump, and a memorial to coal. An unusual feature about the railway station is that it had a wooden platform, whereas most were earthen platforms.
Leichhardt campsite memorial, Warra	Warra	This is a memorial marking the approximate location of the campsite of Ludwig Leichhardt and his party on 4 October 1844. The plaque lists the members of Leichhardt's exploration party and quotes his journal for the night. The explorers had followed Jandowae Creek along to Cooranga Creek and camped just west of Warra.
Warra Private Coalmine	West of Warra township, on the southern side of the Warrego Highway	Mullock heaps can be seen at the site of the Warra Private Mine, called the Smokeless Coal Syndicate Mine, that opened in 1915. It was located on the opposite side of the road to the government mine.

Site Name	Location	Description
Warra Government Coalmine 1914-1919	Northwest of Warra township	The site contains the remains of the Government Coalmine opened in 1914. The site is marked by a recently erected memorial to the mine and the men and boys who worked there. The mine operated until 1919, when safety concerns led to the workers taking industrial action, leading to closure of the mine.
Warra Memorial Hall	Warra township	Community hall built with much voluntary labour between 1946 and 1956. A room has been set aside in memory of the fallen in the two world wars. The hall has been a major social hub over the years and holds a display of historical photographs (Lyn Taylor personal communication).
Warra Subway	Warra township	This pedestrian subway was built under the main western railway line by Queensland Railways in 1911-12 following a fatal rail accident in which a pedestrian was killed. This was one of two underpasses built as a result of that accident.
Memorial to former Catholic Church, Warra	Warrego Highway, Warra	Memorial to the former church, and important focus for the catholic community of the district, built in 1913 and destroyed in a violent storm in 1980.
Jimba outstation site complex	On <i>Darrington</i> , west of the township of Macalister and between the Condamine River and the Warrego Highway.	<p>A complex of historic buildings and features including a woolshed, washpool, cemetery, bridge on the Cobb and Co route, historic dump, and site of an old hotel near the woolshed, dating from the period c 1843 when this was part of the huge Jimba (Jimbour) Station. Also located here is a later homestead (1911) with associated structures and dumps, dating from the period following the subdivision of Jimbour as part of closer settlement (occurred in 1908). Some of the structures near the house were originally part of the much older woolshed complex.</p> <p>The woolshed was built in 1843 on Jimba (Jimbour) Station, one of the earliest Darling Downs properties. It was a 75 stand shed. The Jimbour head station is located 19km from the shearing shed and is located to the east of the project area. The section of Jimbour that contains this woolshed was later split off as <i>Darrington</i>.</p> <p>An elaborate washpool system with shed, spouts and steam engine was established in the lagoon. Travellers rested in the area in a slab hostelry known as 'The Inn'. The hotelier was the first to be buried in the outstation cemetery (in 1862).</p> <p>The hotel continued to flourish until 1880 when the railway was built through to Chinchilla and stagecoach declined. A Cobb and Co Station had been built in 1867 with a weekly service, as part of</p>

Site Name	Location	Description
		<p>the Dalby to Roma route. A large section of Cobb and Co Bridge survives on the property, spanning a lagoon gully, between the washpool and the woolshed. According to the 'Early History of Jimbour Station and Macalister' the hotel may have burnt down in a shearers' brawl. Ludwig Leichhardt camped beside the woolshed on one his first trips to the west. A small settlement of shearer's huts was located close to the shed and many Chinese people made gardens by the river near the woolshed. Some of the buildings associated with the woolshed were later relocated near the house.</p> <p>The washpool at one time washed thousands of sheep and had a large shed and chimney stack for the steam boiler.</p>
Ranger's Bridge School Site	Located beside Kogan – Condamine Road 19.5km west of Dalby	Former site of school. First school on Portion 430 opened with 17 children in 1885. Galvanised iron building with dirt floor. In 1890 the local publican supplied a sawn wood building with galvanized iron roof on Portion 1459. School closed 1894. Historic site sign is at the site of the second school.
St Ruth Public Hall	23km south of Dalby on the Dalby – Cecil Plains Road	Weatherboard building with corrugated iron roof. Built during the 1950s.
Site of Former Tipton School	On the western side of the Cecil Plains – Dalby Road, 13km north of Cecil Plains.	Site of the Tipton State School, now in a paddock. The site is landmarked by three pepper trees and the site is marked with an historic schools sign. There were two provisional schools in other parts of Tipton prior to this school.
Tipton Bridge	Bridge over Condamine River at Tipton.	This is the third bridge on the site. The first bridge was built in the early 1900s; the second in 1932. The bridge was critical in opening up the area.
Tipton RAAF WWII Aerodrome	Located 7.5km due north of Cecil Plains, on the western side of the Dalby – Cecil Plains Road.	<p>The airfield was built for heavy bombers by the RAAF and formed part of the 'Brisbane line'. It was built in 1942 and had facilities for 450 US airmen. In 1944, No. 12 squadron with B24 bombers arrived. This squadron moved to Darwin the following year and was replaced by No 102 squadron.</p> <p>The facility took up 1,462 acres (5.9km<sup>2</sup>) and included runways, aircraft hangers to conceal the bombers and 6 underground fuel tanks.</p> <p>The airfield brought many changes. Dances were held and with an influx of activity into the area came sealed roads. Prior to this roads were mud and extremely difficult to navigate. Mick Neville remembers the excitement of the RAAF trucks going past when he was a child at the Tipton school</p>

Site Name	Location	Description
The Rocks, Tipton	Beside Dalby – Cecil Plains Road on Condamine River, 7.5km north of Cecil Plains	Picnic spot at weir built during WWII to provide a water supply to the nearby airfield and air force base.
Cecil Plains Homestead	Beside Toowoomba – Cecil Plains Road and Condamine River to east of Cecil Plains township	<p>The site includes the Cecil Plains Homestead with its associated buildings and curtilage. Associated sites are found in the surrounding area and include: the initialled claim tree, sheep yards and shearing shed site on the eastern side of the Condamine River.</p> <p>Surviving homestead buildings include the main house built by Mr James Taylor in the 1850s, coach house, stables built by Henry Stuart Russell in 1842, cream shed, remains of yards, milk shed, bachelor quarters and Chinese Workers Quarters (now the kitchen). There are several plaques noting the sites of previous features or buildings, primary of which is the site of Henry Stuart Russels original slab hut, and indications in the ground contour of a number of other previous buildings. These include the site of the housekeeper’s cottage and jackaroos quarters.</p>
Initialled tree, Henry Stuart Russell	Approximately 170m east of the Cecil Plains homestead on the eastern side of the Condamine River.	One of two initialled trees marking the boundary of Cecil Plains Station. The tree is an enormous live eucalypt on the eastern bank of the Condamine River directly opposite Cecil Plains Homestead. It has two small scars beside one another, both facing away from the homestead. Only a few years ago in the left hand scar the initials HSR, for Henry Stuart Russell, could clearly be seen (personal communication Glennis Philbey). Campers apparently lighting a campfire against the tree have burnt this section of the trunk and although the scars are visible the initials can no longer be seen. The adjacent scar may have contained the initials of Henry’s brother Sydenham.
Site of original Henry Stuart Russell slab hut	This site is part of the Cecil Plains Homestead Complex, located 85m NE of the homestead.	The hut was the original slab hut built by Henry Stuart Russell, Explorer and Squatter, c1842. Russell had explored the area around Kingaroy, discovering an inland section of the Boyne River, then in looking for land to settle had in 1841 come across and claimed Cecil Plains.
Cecil Plains Station Cemetery	Corner of Dalby - Cecil Plains Road and Cheetham Street	Original cemetery for Cecil Plains Station. The cemetery contains the remains of those who died in the area in the early years of Cecil Plains.
Site of former Cecil Plains Provisional School	On eastern side of Dalby - Cecil Plains Road, in thick bushland	In 1897 the manager of Cecil Plains Station requested a provisional school for 14 children on the station. A temporary building was built and was later replaced by a more substantial building of

Site Name	Location	Description
		16'x14', built by a committee of parents. The school closed a number of times due to fluctuating enrolment numbers but finally revived with the 1919 influx of Soldier Settlers into the district. In 1922 there were more than 50 children with one teacher so they were moved into a new and still operating school in Taylor Street.
Bridge remains Cecil Plains	Located immediately beside Condamine River bridge to the east of Cecil Plains	Remains of two earlier bridges across the Condamine. The oldest is in the same position as the current bridge (though lower) with remains of posts embedded in concrete beneath the bridge. The more recent bridge is adjacent but lower than the current bridge.
Bridge remains North Arm Condamine	Timber bridge located on southern side of existing bridge over the Condamine River North Arm, 6.8km east of Cecil Plains.	Remains of earlier wooden bridge, south of current road bridge (between road bridge and railway bridge).
Site of Former Nangwee School	On northern side of Toowoomba – Cecil Plains Road, approximately 9km east of Cecil Plains township.	Former site of school, now in a paddock, ground surface ploughed black soil. There were three schools during this period, the first in a house, the second in a transported school building and the third, a new school, built in 1938 on this site.
Site of Former Branchview School	On the northwestern corner of the intersection of the Toowoomba – Cecil Plains Road and the Brookstead – Norwin Road, 16.1km southeast of Cecil Plains.	Former site of school on 5 acre block. Now ploughed paddock. A petition for a school at Branchview was made in 1930 with 16 pupils ready to start. The parents supplied the stumps, and a school no longer needed at Gilgulgul, north of Miles, was relocated to the site. After fluctuating enrolments Branchview School closed in 1944 and the building was re-located to Norwin then Bongeene Schools. In 1952 there were again enough pupils to warrant a school so the school buildings at Nutgrove were re-located to the Branchview site. The school finally closed in 1966 with only 9 pupils, as by then there was easier transport to Cecil Plains School. The school building was bought and removed for the Cecil Plains Girl Guides.
CWA Hall, Norwin	On the south-eastern corner of the intersection of the Toowoomba – Cecil Plains Road and the Brookstead – Norwin Road, 16.1km southeast of Cecil Plains.	The Norwin CWA Hall is clad with vertical weatherboards and has a corrugated iron roof. CWA groups in the area were prominent during WWII when women formed comfort groups to provide socks and food parcels for the soldiers. Many women made camouflage nets for the war. Norwin itself began as a community based on dairying on the black soil plains and access to the rail.
Turallin sapling and wire fences	At Turallin, 7km northwest of Millmerran	Two slab picket fences. Fence 1 is 200m long and is substantially original. Fence 2 has been partially replaced in keeping with the old fence but much of the original timber remains. It is at least 300m long.

Site Name	Location	Description
		This fence has been built using two twisted wires to hold the pickets together and was a common construction technique used in the area, using ironbark pickets. Dates from the mid-20 <sup>th</sup> Century.
Shingled Huts, Glen Ferrie	Glen Ferrie Station, 9km northwest of Millemaran	Shingled huts associated with shepherding. These are on the original Western Creek Station, now part of Glen Ferrie, an original outstation of Western Creek. The sheds date from the period of wool production pre-1887.
Turallin School Site	Turallin Road, Turallin	Site of former school, 1912-1960, previously in the middle of a thriving settlement. The school was renowned for its trees and vegetable garden. The site is now recognised by the existence of old bottle trees and kurrajongs. Turallin now comprises only a handful of houses with no service buildings but with traces of its past.
Small hut, Turallin	800m west of Turallin settlement	This site comprises a small hut, now west of Turallin, but would originally have been part of the original settlement. Turallin was once a thriving surveyed town. Turallin now is a handful of houses and scattered remnants of its thriving past.
Western Creek Homestead, built 1860	Located 35km due south of Cecil Plains, on the edge of the Western Creek State Forest	<p>The site is the existing homestead, built in 1860. It was built by hand with a shingle roof. All timbers were cut with hand tools and the nails were handmade.</p> <p>Western Creek was first taken up in 1848 and transferred to Captain Vignoles in 1849. Several huts had been built at Western Creek by 1855 and Vignole is known to have entertained some of the early squatters such as the Taylor's from Cecil Plains and Gore's from Yandilla. The yards, Wash Pool, shearing and sweating sheds, and wool store, were built in 1858 (Barkla 1981:19). The homestead was built in 1860.</p>
Western Creek Station original saddle shed	Located 35km due south of Cecil Plains, on the edge of the Western Creek State Forest	The site is an original slab built saddle shed /station store, in fair condition and still used as a storeroom. Stone slabs form a verandah floor.
Western Creek original Shearing Shed	Located 35km due south of Cecil Plains, on the edge of the Western Creek State Forest	The site is an original shearing shed, approx 30m x 15m, built in 1858. It is derelict. Remains of attached yards approx 40m x 20m. The homestead, built in 1860, is approximately 700m to the north.
Western Creek Station Cemetery	Located 35km due south of Cecil Plains, on the edge of the Western Creek State Forest	<p>This is a small station cemetery, containing graves associated with station history. Two recent graves have been added, of elderly members of the Barkla family with long time links with the Station.</p> <p>The cemetery is located 550m ENE (63°) from the</p>

Site Name	Location	Description
		Station homestead. The old part of the cemetery is contained within a fence in an area 15m x 20m.
Site of former Domville Cheese Factory	Located 4.06km to west of Millmerran, along Gore Highway	Site of former Domville Cheese Factory, opened in 1905. The site includes the surviving dam, otherwise no obvious remains. This was one of the earliest cheese factories in the district.
Captains Mountain historic precinct	Located along Captains Mountain Road, from 0.6-1.5km from Gore Highway	Scattered farm buildings associated with the Captains Mountain closer settlement scheme. Includes dairy and piggery buildings and sheds.
Site of Former Captains Mountain Cheese Factory	Site on eastern side of Captains Mountain Road, located 1.2km north of junction with Gore Highway	Site of former cheese factory, c 1918. Four cheese factories opened in the Millmerran area in the period following the First World War, one at Captains Mountain. Captains Mountain was a thriving community with social events at the school and hall/dairy. Because cream was taken to the factory every day from each farm, cheese factories were always a hub of contact within these small communities. Archaeological traces of the factory are likely to survive.
Site of First Captains Mountain School	Site on western side of Captains Mountain Road, located 1.2km north of junction with Gore Highway	Earliest school site built to educate the children of those who moved to Captains Mountain as part of the closer settlement scheme.
Bora Creek School Site	2.4km south of Gore Highway along Bora Creek Road	Bora Creek was an area of Prickly Pear selections. In 1915 a petition was made for a school for two children unable to afford a pony to ride to the nearest school and 13 others, some walking up to 5 miles to school. The Bora Creek school closed in 1920 when numbers dropped and Pine Creek School burnt down. The school building was taken to form a new school at Captains Mountain.
Millwood closer settlement scheme selections	Buildings lining Heckndorf Road, Millwood Road, Millmerran – Inglewood Road	Remains of houses and farm buildings on closer settlement selections. A number of people moved into the Millwood area to take up Prickly Pear selections in the 1930s. The surviving buildings are now in paddocks in the amalgamated holdings.
Millwood Hall/ Millwood School Site	Northwestern side of Millwood – Inglewood Road and Millwood Road junction	Millwood Hall/Former site of school. A number of people moved into the Millwood area to take up Prickly Pear selections in the 1930s. A selectors house was used for meetings and church services until the hall was built in 1939. A Provisional School was established in the hall in 1944 and at that time the crossroads also contained the teachers residence, tennis courts and cricket oval. The school closed in 1966.
Bringalily Hall	At bend in Bringalily Creek Road, 3.05km west of Millmerran – Inglewood Road	Community Hall built in the 1930s. The building survives along with original outbuildings. It is in a prominent position at a T-junction. Bringalily and Millwood were cut up into 47 40-acre blocks. People moved in, camping in tents while ringbarking the



Site Name	Location	Description
		brigalow and belah to set up dairy farms. The Hall is the only obvious remnant of the Bringalily settlement.
Kindon Station historic precinct	Gore Highway, 76km north of Goondiwindi	Kindon Station reportedly has a number of surviving historic outbuildings. From the 1940s to the 1960s it consisted of a head station and outstations at Bulli Creek and Wondal, these outstations were once part of Wyega. The country around the head station is undulating partially cleared black soil becoming almost impenetrable bush in the outstations. Aboriginal men and women were employed as expert stock trackers in this extremely rough country. Kindon was owned by the Wright's of the New England district. Chinese shepherds were also employed.  Groups of Chinese workers were later brought to both Kindon and Wyega to clear the prickly pear. In the 1930s when Wright realised the Cactoblastis moth was going to work, he bought up extra land around Kindon for grazing. In 1963 the Kindon School was opened for children of Kindon employees.
Yagaburne Station isolated graves	Located northeast of Goondiwindi	Reported grave sites on Yagaburne Station.

## 5.5 Review of heritage reports

A review of previously prepared reports was undertaken to examine references to non-Indigenous cultural heritage in and around the Surat Gas Project development area. These reports document thirty-three sites found in the project development area, identified from field investigations and documentary research. A list of these sites, location details and a brief description of their history are presented in Table 5. These sites are additional to those previously recorded on national and state heritage registers and local heritage lists. Each of the investigations leading to the discovery and recording of these sites is summarised below and detailed in Appendix 4, which also includes a photographic record and an assessment of site significance using the relevant Threshold Indicators.

A brief summary of each heritage report reviewed as part of this assessment, is presented below.

## **HCA Pty Ltd 2009 Australia Pacific LNG Gas Field Non-Indigenous heritage study**

This study investigated non-Indigenous cultural heritage in the Australia Pacific LNG gas fields to the west of the Surat Gas Project development area. Relying principally on existing site records and consultation with local historians, this study documented numerous, previously unrecorded historical heritage sites. A small degree of overlap with the Australia Pacific LNG investigation area has led to the recording of sixteen sites in the Surat Gas Project development area. These include sites that had been recognised by local communities through the erection of historical monuments and signs, but which had not been recorded in heritage registers.

## **CQCHM 2009 Non-Indigenous Cultural Heritage. Surat to Gladstone Pipeline Project (Arrow Surat Pipeline Project)**

This study was carried out as part of the assessment of environmental impacts of construction of the gas transmission pipeline for the Surat – Gladstone Pipeline Project. In the project area this alignment is from near Kogan to north of Miles. Eight non-Indigenous heritage sites were identified during field surveys along the pipeline route. All identified sites are of local heritage significance or of historical interest, although some are likely to be of recent origin and not historically significant. Seven sites recorded during this field investigation are found in the Surat Gas Project development area.

## **ERM 2009 Cultural Heritage report for the Queensland Curtis LNG Project**

A field survey was conducted as part of the assessment of construction impacts. Ten sites were found that lie in the Surat Gas Project development area. These occur in the area south of Chinchilla.

**Table 5. Non-Indigenous heritage sites located in the Arrow Surat Basin gas fields during previous heritage studies. The study that led to the site being documented is indicated in brackets.**

<b>Site Name</b>	<b>Location</b>	<b>Description</b>
Guluguba School	Leichhardt Highway, Guluguba	School was established in 1917 and after a period of use was abandoned, to reopen in 1964. None of the early buildings remain (APLNG 2009)
Leichhardt's monument	Guluguba	This monument commemorates explorer Ludwig Leichhardt's 1844 expedition, which passed through the district (APLNG 2009)
Site of Leichhardt tree and	Downfall Creek, 7km east of	Comprised "...two neatly cut 'L's' ... on the eastern

Site Name	Location	Description
possible campsite remains	Guluguba	side of the trunk about six inches in length and the edges of the letters were worn smooth with years of weathering. (Partlett 1986:24, Fox 1959:13, APLNG 2009).
Chinese Shepherd Site 1 (SGP Site 12)	Arachnalls Stock Route, 21km northeast of Gurulmundi	A member of a pioneering family from the district understood that this was a site used by Chinese shepherds and a sheepfold had been present. There was no obvious surface material (CQHM 2009).
Kowguran Siding	19km north of Miles on Miles – Wandoan railway	Railway siding originally with fettlers' cottages, since been removed (APLNG 2009).
RAAF Area Explosives Reserve	Kowguran, 20km north of Miles beside Leichhardt Highway	The Kowguran Explosives Depot was a WWII ammunition dump with 20 underground storage bunkers, each 60m long and covered by up to 4m of earth and concrete (APLNG 2009).
Fence Post Cutting Site (SGP Site 11)	15km east of Kowguran off Hookwood – Pelham Road	Fence Post cutting site covering an area of 120m diameter. Contains ironbark log dumps, rails and sawdust. Late 20 <sup>th</sup> Century origin (CQHM 2009).
Aquaculture Site (SGP Site 10)	18.4km east of Kowguran	A wire netting enclosure erected over a waterhole, with pipes and car tyres, probably to encourage the growth of yabbys. Probably of recent origin (CQHM 2009).
Homestead Complex (former) (SGP Site 9)	Davies and Graham Road junction, 4.5km north of Warrego Highway	A site complex with ruins of a small homestead and associated domestic buildings and gardens, cattle yards, a pig shed, sheep yards and associated timber structures. Extends over an area of more than 300x50m (CQHM 2009).
Leichhardt campsites	Various locations including Camp L5, 3km southwest of Brigalow; Camp L8, 1.7km north of Baking Board and Camp L12, 3.5km southwest of Pelham	These sites were created during explorer Ludwig Leichhardt's 1844 expedition, which passed through the district (APLNG 2009)
Columboola WWII Ammunition Dump Site	2.5km north of Columboola	A WWII ammunition dump, guarded by Lt. Folkert, Lt. Williams and 5 Enlisted Men of the 577 <sup>th</sup> Ordnance Ammunition Company from 2 February 1944. A campsite was located nearby. A tall, timber watchtower was located at the site but fell over in 1992 and was removed. Another campsite was located south of Columboola. Up to 1,000 troops were stationed at the camps (APLNG 2009)
Goombi State School site	Southern side of Warrego Highway, 23km east of Miles	Site of Goombi State School, Number 1293, in use from 1915-1965 (APLNG 2009)
Baking Board	North and south of railway line, situated to the west of Chinchilla	Baking Board was a rail camp built during the construction of the Dalby – Roma railway. The railway was built through the area in 1878 and the station in 1908. It was a community built and sustained by the railway and timber getting. In its heyday it had several hotels, stores, butcher's shop,

Site Name	Location	Description
		and bark and timber shanties (Matthews 2004:219). The workers cottages were removed in 1974. Archaeological traces survive in the area (APLNG 2009)
Baking Board Cemetery	Baking Board, Lot 83 on LY566	Cemetery containing the remains of residents dating from the late 19 <sup>th</sup> Century (APLNG 2009)
Mizpah, Monmouth and Mulga, Group Settlement Schemes	Mizpah located slightly south of Charleys Creek and to the east of Chinchilla; Monmouth to north of Chinchilla; Mulga south of Brigalow	Remains of the Mizpah, Monmouth and Mulga, Group Settlement Schemes that operated during the period of closer settlement. (Matthews 2004:142, APLNG 2009).
Chinchilla cemeteries	Chinchilla, Lot 188 on C24373 Reserve 155 (Chinchilla Pioneer Cemetery) Cemetery Road, Chinchilla, Lot 18 on SP105894	Two cemeteries with early graves (Pioneer Cemetery) and more recent graves including those who occupied the Group Settlement Schemes (APLNG 2009)
Chinchilla butter factory site	On the eastern side of Charleys Creek	The Chinchilla Dairy Company was formed in 1908 and within three years plant was installed and operations commenced. Production commenced slowly but rapidly expanded and by March 1913 butter output was 49,540lb (22,470kg) per month. Despite problems with bankers the factory remained operating through the years of World War I and by 1929 had outgrown its flood-prone premises. A new factory was built, opening in March 1931. Production increased, particularly after the solution to the prickly pear was discovered. Increases settlement also increased the availability of cream for butter manufacture. Dairy farmers throughout the district and the factory itself prospered (Matthews 2004:378-409, APLNG 2009).
Chinchilla cheese factory	On the eastern side of Charleys Creek	In response to a call by the Commonwealth Government for cheese to supply the armed forces in World War II, the board of the Chinchilla Dairy Company decided to build a new cheese factory. In April 1942 the new factory commenced production of cheese. The operation continued for only six months before losses began to mount. The factory was closed in October 1943 (Matthews 2004:392-3, APLNG 2009).
Chinchilla prickly pear experimental field station	'The Bug Farm', <i>The Shanti</i> , Clarks Road, Chinchilla	This was the site where <i>Cactoblastis</i> moths were successful bred, to be distributed around the district to control the prickly pear menace. One of the four sheds that housed the moths remains on " <i>The Shanti</i> ", known locally as "The Bug Farm" (APLNG 2009).
Hopeland State School (QGC Site GFNICH05)	Chinchilla – Kogan Road, at intersection with Hopeland	This school opened at Hopeland in 1937 and remains in use. It comprises a two-storey timber

Site Name	Location	Description
	School Road	structure with galvanised corrugated iron roof. It has been extended and other structures have been built at the site in the 1950s, 1970s and 1990s (ERM 2009).
Hopeland Church of Christ Hall (QGC Site GFNICH04)	Chinchilla – Kogan Road	Rectangular plan hall built from weatherboards with a gabled corrugated iron roof. An annexe has been built on the southern side of the building (ERM 2009).
Garage (QGC Site GFNICH03)	On edge of Kogan – Chinchilla Road and junction with Chinchilla – Sixteen Mile Road	Rustic weatherboard garage with rusting, low-pitched corrugated iron roof (ERM 2009).
Scarred tree (SGP Site 5)	5.8km northeast of Kogan – Condamine	Blazed casuarina tree with additional recent chainsaw scar. (CQHM 2009)
North Kogan Machinery Dump (SGP Site 4)	4km north of Kogan – Condamine Road	Farm machinery dump containing large harrow, three incomplete SEFT tractors and stick rake. (CQHM 2009)
Building complex and artefact scatter (QGC Site GFNICH06)	North of Chinchilla – Kogan Road	The complex comprises five structures located 150m to 250m north of the Kogan - Condamine Road. There are timber yards and an artefact scatter in the road reserve fronting the property. Includes ad small, square timber building with corrugated iron roof, likely to be a meat house. Remnant fence posts and exotic vegetation indicate the presence of removed buildings. Artefacts include glass, ceramic and metal pieces, some of which are late 19th Century. (ERM 2009)
Old Rugged Cross Shooters Camp (SGP Site 3)	In forest 5.2km north of Kogan	Shooters camp with bush timber framed shelter and galvanised iron roof. Recent use and origin. (CQHM 2009)
Hut and camp	On western edge of Dalby State Forest 1.3km north of Kogan – Condamine Road	DERM Reported place 24906 (ERM 2009)
Scarred tree (SGP Site 1)	Beside Dalby – Kogan Road, 14.5km east of Kogan	Dead tree with single scarf scar about 800mm above ground made with metal axe. (CQHM 2009)
Boundary Fence	5.4km south of Daandine	DERM Reported place 23456 (ERM 2009)
House and pit toilet	2.5km south of Kumbarilla	DERM Reported place 23441 (ERM 2009)
Bottle dump	2.5km southeast of Kumbarilla	DERM Reported place 23442 (ERM 2009)
Sawmill (Wambo)	17km south of Kumbarilla	DERM Reported place 23444 (ERM 2009)
Sawmill House	17km south of Kumbarilla	DERM Reported place 23443 (ERM 2009)

## 5.6 Sites documented in Chinchilla Council heritage study

Forty-nine sites in the Surat Gas Project development area were identified during community consultation carried out by Councillor Bill McCutcheon of the former

Chinchilla Shire Council (now part of the Western Regional Council). Local community informants marked these on a series of maps, although these locations have not been checked and in some cases are only approximate. Many of the locations still require further investigation and documentation of site histories by the local residents. Field checking would be necessary as part of the process of land access and pre-development checks if facilities were to be built in the vicinity of any of these recorded sites.

**Table 6. Non-Indigenous heritage sites recorded in the Chinchilla Council heritage study**

Site Name	Location	Description
Pages Siding	17.8km north of Baking Board 16.6km northwest of Baking Board	No further details provided.
Piccanini's playground	16.8km north of Baking Board	No further details provided.
Black Swamp School (Cameby)	Located 6.1km north of Cameby	Operated 1925 – 1934. The building was moved to Rywung after it closed (McCutcheon 2006).
Govers Hill	15.5km north of Baking Board	No further details provided.
Mud Hut	15km north of Baking Board	No further details provided.
Tennysons Crossing	12km north of Baking Board	No further details provided.
Cattle dip on tick boundary	11.2km north of Baking Board	No further details provided.
Site where Mervyn Byrne died of snakebite	7.5km north of Goombi	No further details provided.
Logyard State School	10.9km north of Baking Board	Closed in 1959
London Bridge	10.5km north of Baking Board	No further details provided.
Cameby Telephone exchange	7km north of Cameby	No further details provided.
Cameby Hall and School	Located 6.1km north of Cameby	No further details provided.
Provisional School	8km north of Baking Board	No further details provided.
Murder Site	6.3km north of Baking Board	No further details provided.
Sawmill	7.6km northeast from Baking Board	No further details provided.
Sawmill and saw pit on Wattletree Creek	4.8km north along Warrens Road from Baking Board	No further details provided.
Unmarked grave	4.1km north of Baking Board	Unmarked grave of teenage girl



Site Name	Location	Description
Goombi Siding Hall, Post Office, School	Goombi, on Warrego Highway, 22km east of Miles	Rail siding on Western Line, closed following completion of railway.
Flannery Hill	3.1km west of Baking Board	No further details provided.
Railway Quarry	2.4km west of Baking Board	Quarry used for rock used in railway construction
Five Mile School	Located beside Chinchilla – Wonai Road, 7.7km northeast of Chinchilla	This school building was moved from the Monmouth School Site.
Old Rifle Range	3km northwest of Chinchilla, beside Rocky Creek	No further details provided.
Railway weir on Rocky Creek	2km west of Chinchilla	Weir used to hold water used to replenish boilers of Western Line trains.
Henry Waines Sawmill	1km north of Warrego Highway along Auburn Road	No further details provided.
Hotel site	On southern side of Charley's Creek crossing beside Burnt Bridge Road, north of Chinchilla	No further details provided.
Blackwood School site (1915-1930)	11.1km northeast of Brigalow	The Blackwood School opened in July 1915 and it operated until its closure in 1930. The school building was moved to a new site at Belah on the Ehlna Boundary Road.
Canaga Creek party line (1935)	8.5km north of Brigalow	The first telephone party line in the district was built along Canaga Creek Road for a distance of approximately 10km in 1935.
Belah State School site (1935-62)	11.5km northeast of Brigalow	The school building was moved from the Blackwood School Site in 1935 following its closure in 1930.
Brigalow Lutheran Church site (1914)	Located at the corner of Canaga Creek Road and Haystack Road, 5km north of Brigalow	The Brigalow Lutheran Church was built in 1914. An area was set aside for a cemetery for the parishioners.
Noola (Plains) State School (1923-1962)	4.8km north of Brigalow along Brigalow – Canaga Creek Road	A school at Ye-am was dismantled and moved to the new site fronting Canaga Creek Road. It was re-erected and was known as the Noola State School. It opened in 1923. It was renamed the Noola Plains State School as it was confused with the Moola School. The school closed in 1962 and the building was moved to Brigalow School site where it is used as an office and library.
Brigalow Town Site	1.4km to the northwest along the Warrego Highway	Brigalow was to be built at the site of the 191 peg (191 miles from Brisbane), where there were 3 settlers' huts. It was later moved to its present site.
Wain's Crossing	3.2km west of Brigalow	This location was originally selected for the placement of a bridge to span the Condamine River. The site was not favoured by the locals who were successful in having the bridge moved to its present location (Banana Bridge) (McCutcheon 2006).

Site Name	Location	Description
Assemblies of God Church site (1948)	1.0km southeast from Brigalow along Warrego Highway	The Assemblies of God church was built in 1948 on land donated by a Mr. A. Muller. Services were held here until 1968, when the church was closed and the building moved to Chinchilla where it remains in use.
Banana Bridge	3.2km southwest of Brigalow	This bridge was built in 1923 with timber donated by local landowners. The logs were hauled to the site and shaped with an adze by a local farmer. The planks, decking and struts were all milled on-site using a pit saw. The Bridge was originally called Wain's. On completion a flood shifted some of the timbers, giving it a bend in the middle, and after this it was known as the Banana Bridge. In 1973 it was replaced by a new one about 1m higher and again in 2005 to carry the heavy loads for the construction of the Kogan Creek Power Station (McCutcheon 2006).
White gravel quarry	2.3km south of Brigalow	This quarry was used to upgrade roads crossing black soil areas. Several roads were upgraded from here (McCutcheon 2006).
Rabbit Board Paddock	2.9km southeast of Brigalow	No further details obtained.
Brigalow Recreation Ground (1937)	2.3km south of Brigalow	This sporting facility was gazetted in 1937 and covers an area of about 70 acres (28ha). The Brigalow Cricket Club made first use of the facility, preparing a pitch and oval for matches. Sports days were held to raise money for the hall.
Mulga School	3.5km south of Brigalow	No further details obtained.
Campbell's Camp Township	4.7km south of Brigalow	Campbell's camp was surveyed for a town in c. 1859. It was a stopover place for freight wagons carrying goods to western Queensland. A hotel and other buildings were erected, but were removed when the railway was completed. The remaining buildings fell into disrepair.
Ehlma School site (1915-62)	9.4km southeast of Brigalow along Warrego Highway	The Ehlma State School opened in 1915 on land donated by a farmer. The school opened and closed several times due to lack of students, until it finally closed in 1962. The building was used for several years at the Chinchilla aerodrome.
Rocky Crossing on Condamine River, Brigalow Bridge, Healy's Crossing	6.7km south of Brigalow	This crossing on the Condamine River was the main access for landholders to the south. It had a cement bottom to cover the rocky bedrock (McCutcheon 2006).
Kogan Creek Coalmine	9km south of Brigalow	The mine opened after exploration using bore hole testing. The site was selected and after removal of overburden, coal was discovered 20m from the surface. A powerstation was built and opened in 2007. Coal is transported from the mine to the powerstation via a 4km long conveyor belt.
McSweeney grave site	Located beside Kogan –	No further details provided.

Site Name	Location	Description
	Condamine Road, 20.9km from Kogan	
Wilga Park School site	Located beside Kogan – Condamine Road, 15.6km from Kogan	The building that housed the school was moved to Sixteen Mile Hall (McCutcheon 2006)
Church of Christ	Located beside Kogan – Condamine Road, 14.6km from Kogan	No further details provided.
Sixteen Mile Hall	12.5km northwest from Kogan along Kogan – Condamine Road	Used as a school and a church (McCutcheon 2006).
Sixteen Mile Sports Ground	Located on Kogan – Condamine Road, 12.5km from Kogan	Old sporting field, although no traces of its former use can be seen (McCutcheon 2006).
Unmarked grave	11.9km northwest along Kogan – Condamine Road	It is believed by locals that some of these unmarked graves were those of infants and some were those of Chinese shepherds (McCutcheon 2006).
Beelbee Sawmill site	South of the Kogan – Condamine Road and 11km east of Kogan	No further details provided.

## 6. Potential impacts

Project activities with a potential to cause impacts to non-Indigenous cultural heritage sites occur through each phase of the project:

5. Exploration: through ground disturbance due to vehicle movement, clearing of vegetation and ground disturbance during the preparation of well pads and drilling of pilot wells
6. Construction: through ground disturbance during the establishment of production wells, gathering systems, compression and processing facilities.
7. Operation: through ground disturbance and general movement around the project development area associated with operation and maintenance activities at wellheads, gathering systems and compression and processing facilities.
8. Decommissioning: through ground disturbance associated with the removal of plant, equipment and facilities.

Ground Disturbance can be classified according to the following:

- (i) Use of machinery disturbing the topsoil or surface rock layer of the ground, such as by drilling.
- (ii) The disturbance of root systems and underlying top soil due to removal of native vegetation.

The detailed survey and consultation program conducted as part of this assessment has identified numerous sites that can be avoided through careful placement of infrastructure and the employment of site mitigation measures. At the time of writing, the location of very few gas field facilities had been decided and all identified heritage sites are distant (>2.5km) from any known infrastructure sites. While the location of proposed pipelines, field compression facilities, central gas processing facilities and integrated processing facility sites can be predicted at an early stage in the planning process, there can only be limited certainty about the ultimate distribution of well sites and associated gathering infrastructure (as these are often determined in the field in consultation with land owners). Most sites possessing state and local heritage values identified in the Surat Basin project development area are found in towns and settlements, and are therefore distant from planned project facilities. Many other sites are found in settings outside the main population centres and therefore may be located in areas where facilities associated with the Surat Basin project may be built. There is a strong possibility that planned facilities will occur in areas where there are presently undiscovered non-Indigenous heritage sites.

By conducting this detailed consultation and site identification program, it has been possible to identify non-Indigenous cultural heritage sites within the project development area that can be preserved through the implementation of appropriate management controls. This will ensure that non-Indigenous cultural heritage values are considered in project planning. These include sites listed primarily on local heritage registers, others identified during regional heritage studies and local heritage assessments, and those found during detailed field investigations completed through the project development area.

### **6.1 Potential impacts to undetected sites**

Studies carried out revealed many non-Indigenous heritage sites in the project development area, although there is a high potential for further, and as yet unidentified, sites to be discovered. These are likely to be of local heritage significance, and will mostly be archaeological sites, protected under s.90 of the *Queensland Heritage Act 1992*. Where sites are identified during pre-construction field inspections, these can be directly protected through site avoidance or site recording. Where sites are revealed during construction, impacts may be direct, but will be managed through detailed recording. Through site protection and site recovery during construction, impacts to undetected sites may be effectively

contained.

## **7. Recommended mitigation and management measures**

In a development of this nature, where the resource is widespread, there is potential for some flexibility in the placement of wells, gathering infrastructure, field compression facilities, central gas processing facilities and integrated processing facilities. Numerous environmental and social constraints will inform the placement of this infrastructure, including the location of heritage sites and places. Management of impacts to heritage places will occur through the use of guidelines formulated in consultation with government regulators. Measures will be introduced that recognise non-Indigenous heritage values at the various stages of planning and implementation of the project. This will include the protection of known heritage sites and places and the process for the recording and reporting of unknown heritage places discovered during construction.

### **7.1 Managing non-Indigenous cultural heritage sites**

Arrow Energy aims to ensure that impacts to known non-Indigenous heritage sites are avoided throughout the Surat Gas Project development area. The first stage in achieving this objective has been through the identification of known historic sites and places. Site identification has been achieved through a review of site registers and heritage lists, published and unpublished sources, and consultation with local residents and historical societies. This has provided a catalogue of locations that Arrow will aim to avoid through careful site selection.

The second stage in the site protection process has been the identification of areas and regions within the Arrow Energy Surat Gas project development area, where there is a strong likelihood that further historical sites and places may occur. These have been identified in a constraints analysis, generated from an evaluation of site distribution and historical sources. This constraints analysis provides a guide to the locations where there is a likelihood of further historic places occurring. These locations are often found near major transport routes, particularly the railway lines, along stock routes and old stage coach routes.

The third stage of the process is the formulation of a site protection methodology to guide activities that have potential to impact cultural sites: the selection, construction and operation of production wells; gathering systems, production facilities; and the decommissioning of all facilities. The main means of achieving this will be through

the development of standard operating procedures (SOPs) to specify actions to be followed before, during and after the construction of in-field facilities. These will anticipate the presence of potential non-Indigenous heritage sites and will ensure that impacts are avoided or contained, so as to maintain non-Indigenous heritage values. This will require detailed on-site assessment of locations where facilities are planned. This will take place prior to construction, to ensure that heritage sites are identified and fully assessed, and appropriate protection measures implemented. The approaches to be taken are outlined in the applicable SOPs presented in the Environmental Management Plan component of the EIS.

The non-Indigenous heritage site management procedures to be implemented during the Arrow Energy Surat Gas Project can be summarised under the three following headings: Site Selection, Land Access, and Engineering and Construction. These are considered below in Sections 7.1.1 to 7.1.3.

#### **7.1.1 Site selection**

Previously identified heritage sites and places have been recorded in the Arrow Energy GIS geospatial database. This permits the early identification of significant heritage sites places and sensitive zones to be avoided during planning of new facilities. The buffer between known sites and proposed facilities depends on the level of significance of the site or place, the type of infrastructure planned, and the degree to which it will result in disturbance to known and potential sites and places. Guidelines for positioning of facilities near identified heritage sites and places will be developed in consultation with the Heritage Office, following more detailed site investigations to establish site boundaries.

#### **7.1.2 Land access**

Prior to development, field inspections of proposed development locations should be undertaken to ascertain whether any previously unreported heritage items are present and to inspect recorded heritage places. Particular care will be taken in those areas where significant heritage places are located within 500m of proposed wells, infield pipelines or other infrastructure.

If items or buried archaeological sites are discovered prior to construction their significance will be assessed, and from this assessment, management options will be decided. For heritage places assessed as being of local significance or greater, and situated within 100m of planned infrastructure development, a site-specific Heritage



Management Plan will be prepared in accordance with accepted heritage practices. . This document will be prepared in consultation with the Queensland Heritage Office, to ensure that no impacts occur that would diminish the heritage values of significant sites and places. These would include impacts to the site and to its curtilage. Consultation with the local community will take place to assist with the management of threatened historic sites and places deemed to be of only historical interest.

### **7.1.3 Engineering and construction**

Prior to construction, measures will be introduced to ensure that identified heritage places are protected, through the erection of appropriate barriers, exclusion and buffer zones. Construction activities will take place only in areas where no heritage places of local, state or national significance have been identified. Should heritage items that are unknown prior to construction, particularly archaeological traces, be detected during construction, it will be necessary for site management procedures to be implemented. This will should entail: an immediate stop work in the vicinity of the discovered heritage items; reporting of the heritage items to the Queensland Heritage Office; assessment of the item or place's significance by a qualified heritage practitioner; and the introduction of recommended recording or salvage measures. Only once the heritage traces have been adequately managed, will work continue at these locations.

All workers in the project development area will be instructed in the importance of non-Indigenous heritage and the proper and lawful procedures to be followed on its discovery.

## **8. Cumulative impacts**

Both natural processes and development can result in the loss of non-Indigenous cultural heritage values. A number of projects, including the proposed Arrow Energy Surat Gas Project, are currently being developed or considered, and together may impact on sites in the Surat Basin. These projects include gas field infrastructure, coal mines, pipelines, a dam and railway. Each of these potentially threatens sites, although measures to mitigate those impacts have been specified for each project. The preferred impact mitigation measure in each case is site avoidance, but where this is not possible other actions include archival recording, salvage excavation and relocation of historic items have been proposed.

As all proposed major infrastructure developments in the Surat Basin are found

outside the main towns, there will be little or no impact to identified non-Indigenous sites of local, state or national significance. Where these projects abut such sites, activities will only take place once impact mitigation measures have been formulated in cooperation with the DERM, to ensure the maintenance of heritage values. All projects have proposed measures to identify and mitigate impacts to sites of heritage interest.

In addition to these proposed developments is the ongoing impact to non-Indigenous cultural heritage sites through pastoral activities. The impacts of natural erosion, deterioration of uncurated standing structures and removal of archaeological sites through ongoing pastoral practices cannot be so easily managed. These effects are to some extent mitigated by recording programs such as that initiated by DERM and the Queensland Heritage Council in 2009 as part of implementation of the Queensland Heritage Strategy (DERM 2009).

## **9. Conclusions**

There are numerous historical places found in the Arrow Energy Surat Gas Project development area, many of which have been documented as a result of this study. For this reason, careful project planning and the rigorous application of cultural heritage management protocols will ensure the protection of non-Indigenous heritage values. A multi-staged approach to site protection will see the review of mapped heritage sites and places for all activities associated with Arrow's Surat Gas Project. Known heritage places of national, state and local heritage significance will be avoided, with a buffer zone established to minimise impacts to the site curtilage. Careful work practices will ensure that any non-Indigenous heritage items unexpectedly discovered as a result of ground disturbance, will be assessed, reported and managed in a manner consistent with the significance of those items.

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## 11. Glossary

Archaeology	The systematic study of past human life and culture through the recovery and examination of surviving material evidence, such as structures, landscapes and occupation deposits.
Artefact	An artefact is any object made or modified by humans. In historical contexts, artefacts include timber, ceramic, glass and metal objects, discarded or lost by their owners.
Burra Charter	The Burra Charter defines the basic principles and procedures for the conservation of heritage places of cultural significance to be followed in the conservation of Australian heritage places. It was adopted by the Australia International Council on Monuments and Sites (ICOMOS). It is based on the philosophy and concepts of the Venice Charter, although adapted to Australian conditions.
Contact history	The period following the arrival of Europeans to Australia and the history of their interaction with Indigenous people.
Cultural heritage	Cultural heritage includes the artefacts and intangible attributes (values, ideas, technologies) of a group inherited from past generations, maintained in the present and passed on to future generations. Physical cultural heritage includes the buildings, historic places, sites and artefacts considered of such value as to be preserved for the future. Heritage also includes cultural landscapes (natural features with cultural values).
Curtilage	The enclosed space immediately surrounding a house. It can include the yard or home paddock of a pastoral station.
Fabric	The materials that make up the physical structure of historical sites; timber, masonry, stone, in combination with the ways in

	which those components have been assembled to construct structures.
Non-Indigenous heritage	Items of cultural heritage and heritage places associated with cultural groups other than those of the first Australians. These are historical sites, places and artefacts connected with European, Chinese and South East Asian inhabitants of Australia. Indigenous heritage is a separate field of investigation although there are common sites and themes dating from the contact period.
Significance	The aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects (Burra Charter).
Significance assessment	The evaluation of the importance of sites, buildings and places, following the principles of Burra Charter and accepted heritage practice, and using the criteria outlined in Queensland heritage legislation.
Threshold indicators	The levels or thresholds of significance that need to be met for a particular heritage place to qualify as being of Local, State, National or World heritage significance. The threshold indicators include factors such as rarity, integrity and representativeness.



## **Appendix 1 - Constraint mapping**

There has been some preliminary systematic recording of non-Indigenous places in the project area, particularly in the Western Downs Regional Council region as part of an initiative by the former Chinchilla Council. Further investigations into heritage places have been carried out at the request of DERM, with the view to documenting previously unrecorded heritage sites for listing on State and Local heritage register. Nevertheless, many parts of the project area have not been investigated for historical sites and places. Further heritage sites will inevitably occur in these uninvestigated areas. The present study aims to identify zones and regions with a high potential to contain heritage sites, so that these can managed appropriately.

### **Methodology**

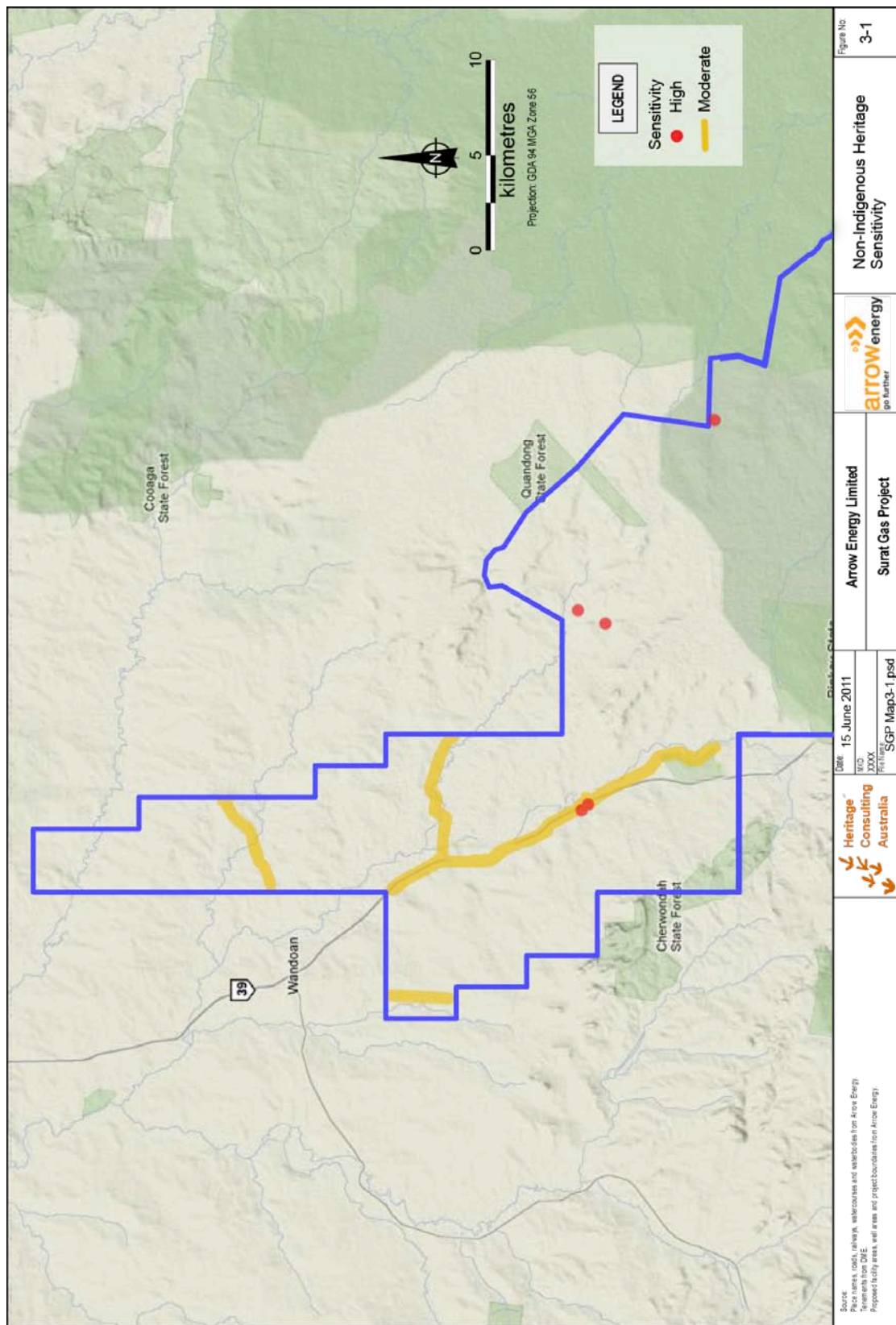
From the distribution of historic places listed in site registers, from documentary and field research, and from themes identified in an investigation of the regional history, it has been possible to highlight broad areas where past activities may have left significant traces.

Many of the identified historical places in the project area are those associated with early **settlement**. These include the early pastoral stations, towns, railway camps, schools, churches and closer settlement schemes. Further historical places are connected with **transport** routes: railways including camps, quarries and weirs; with Cobb and Co routes with associated bridges, inns and staging posts. **Pastoralism** has left its mark in the fences, including vermin control fences, scattered pastoral stations with associated collections of farm machinery.

Numerous, previously identified heritage places are found in and around the main settlements and along communication routes. Other sites and places are likely to occur in the same areas and these locations are therefore assessed as having high site sensitivity. Stock routes, railway lines, road routes, river corridors and vermin fences, have all been identified as settings in which further heritage places may be found, and these have therefore been assessed as having moderate heritage sensitivity. These features have been

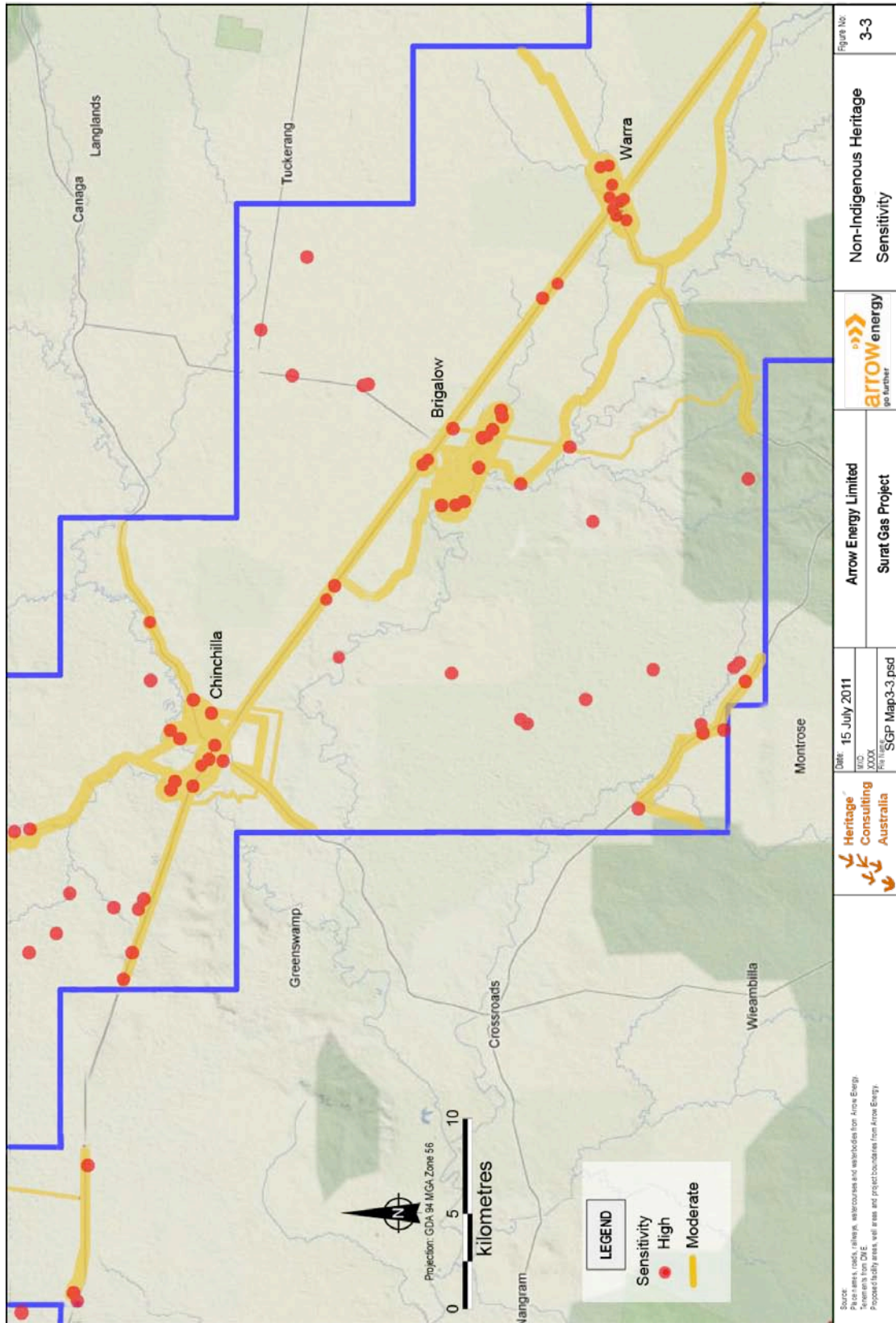
mapped and provide a means to evaluate potential impacts of construction through the project area. There is a greater risk that activities in the high sensitivity areas will affect historic places than in other areas.

## Appendix 2 – Sensitivity maps

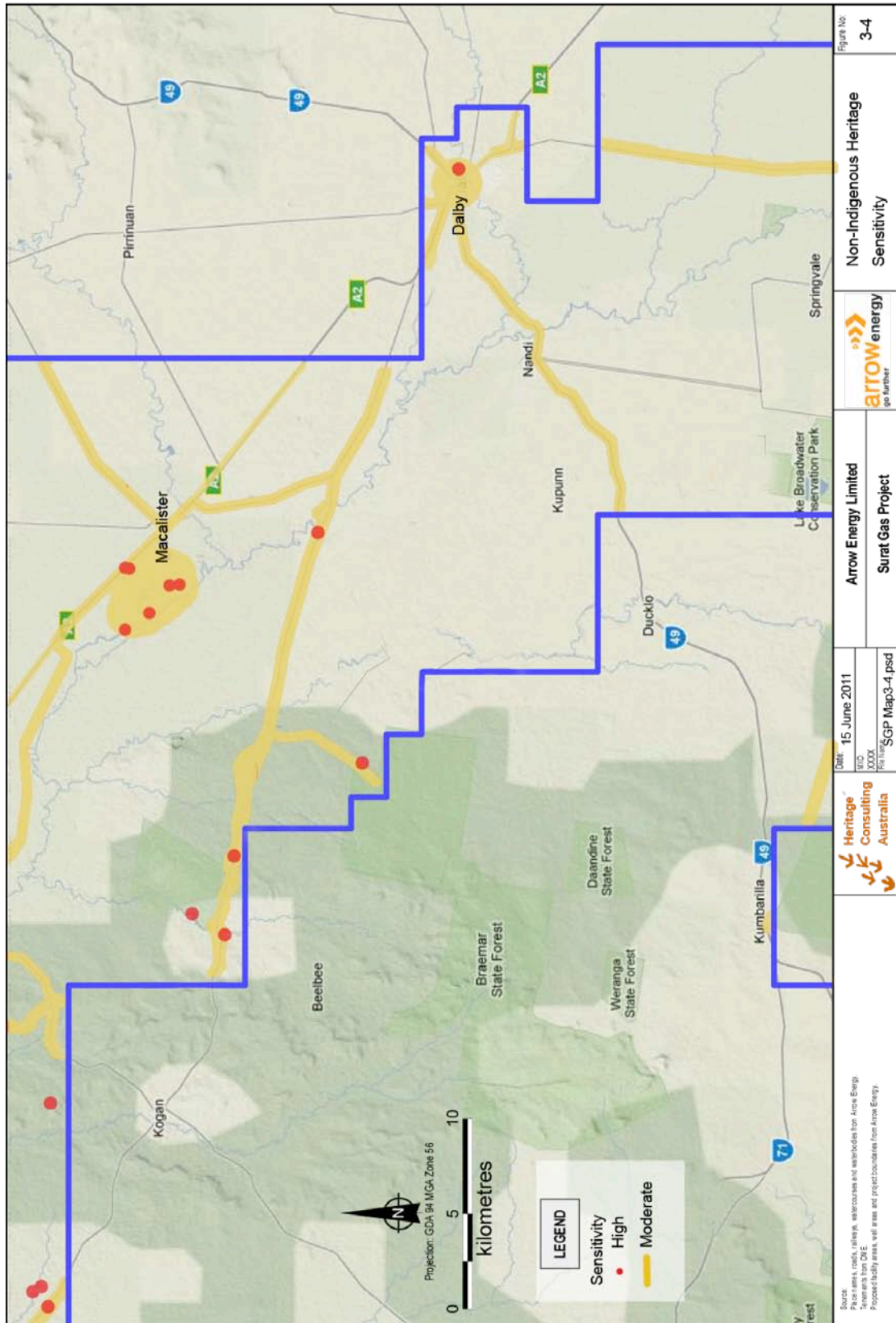




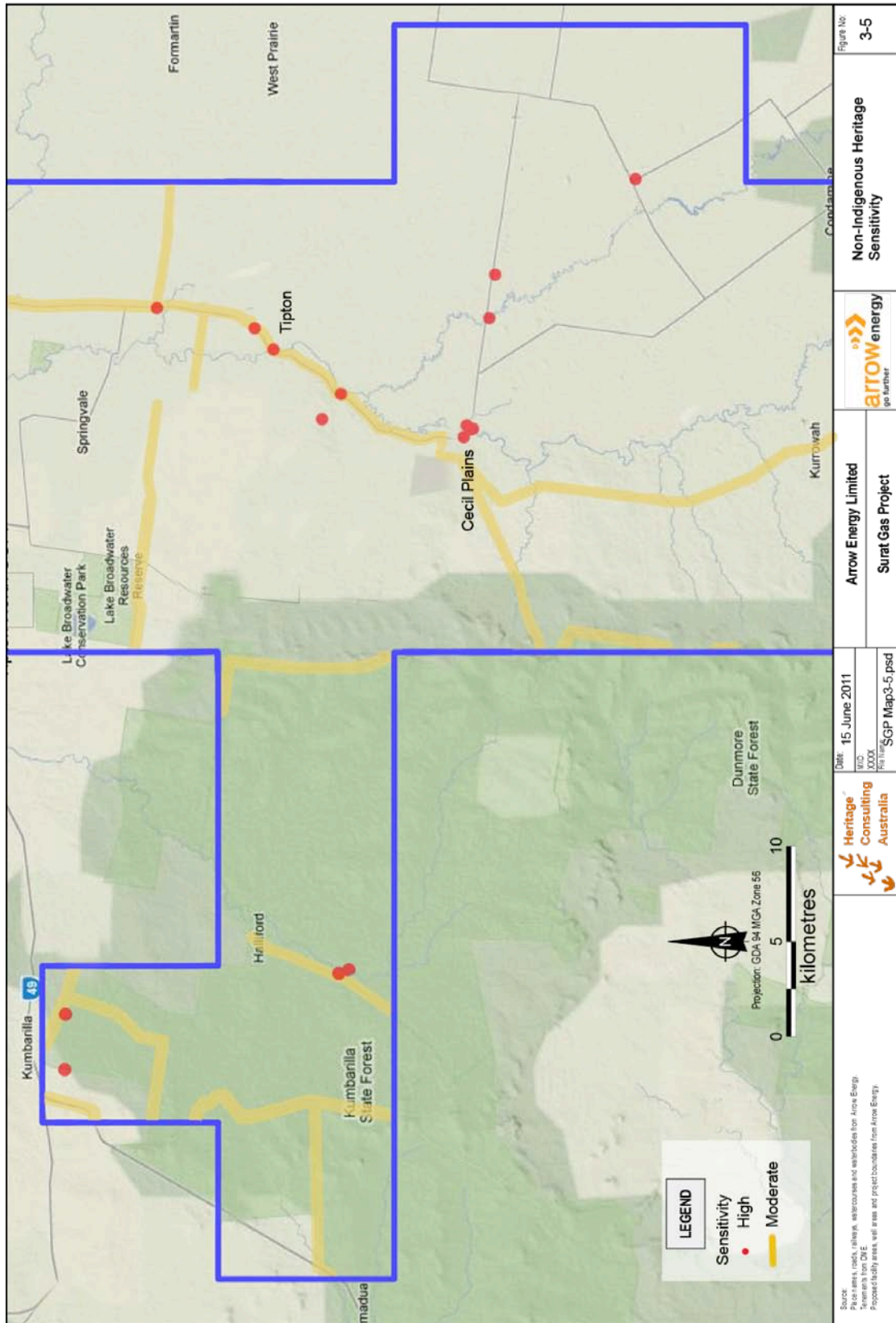


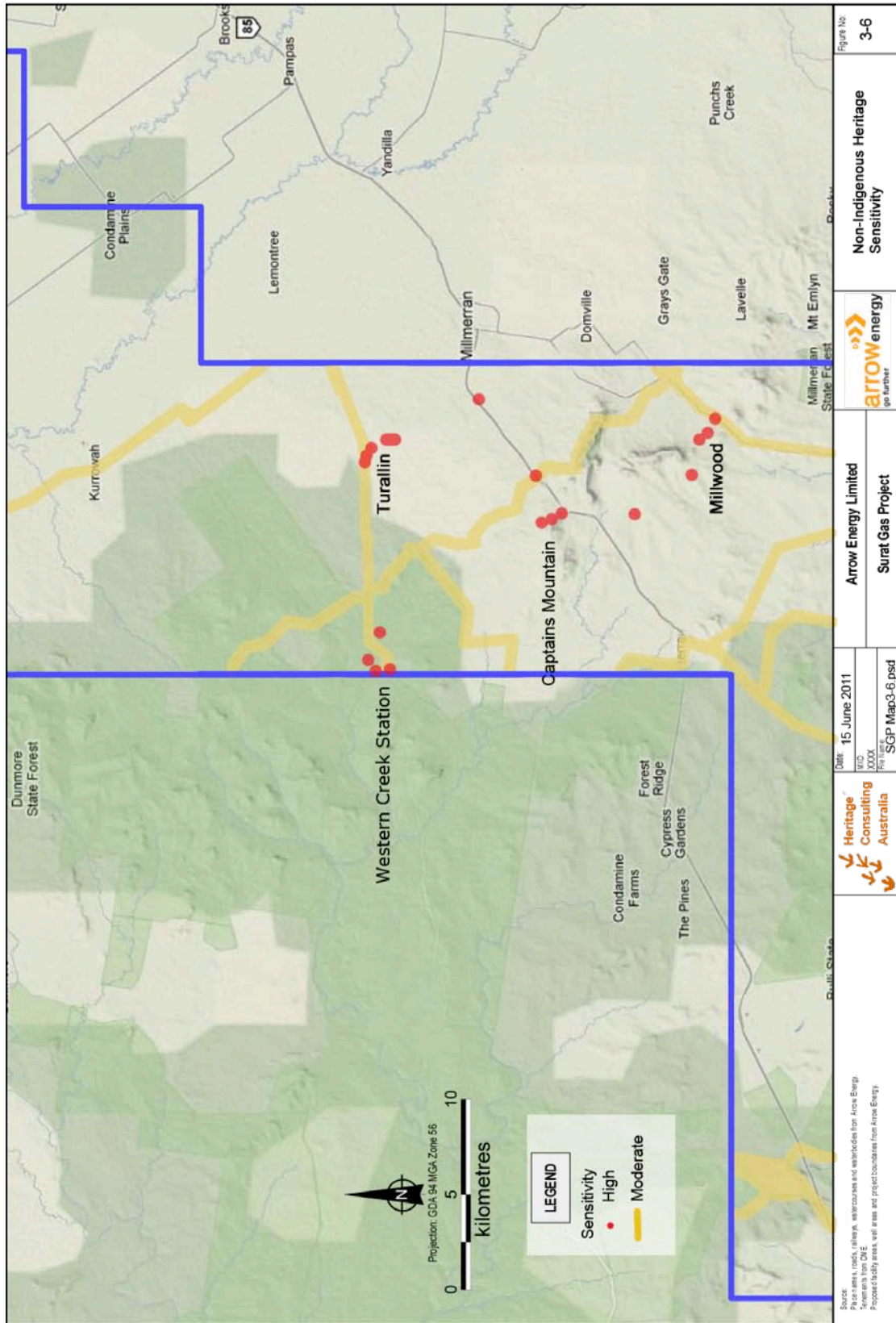


	Date: 15 July 2011 VIC 100% FOR USE FOR: SGF Map3-3.psd	Arrow Energy Limited Surat Gas Project		Non-Indigenous Heritage Sensitivity	Figure No: <b>3-3</b>
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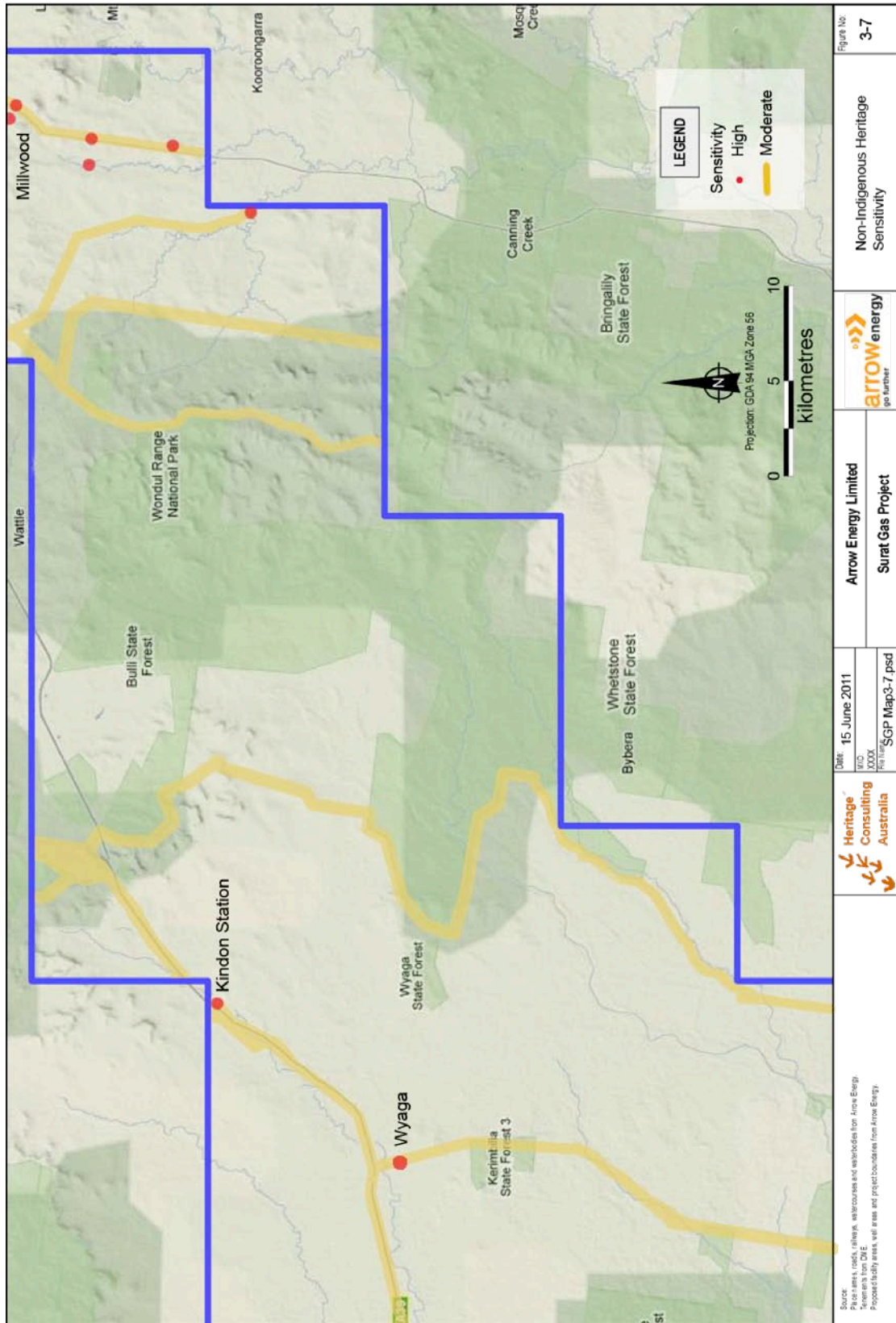


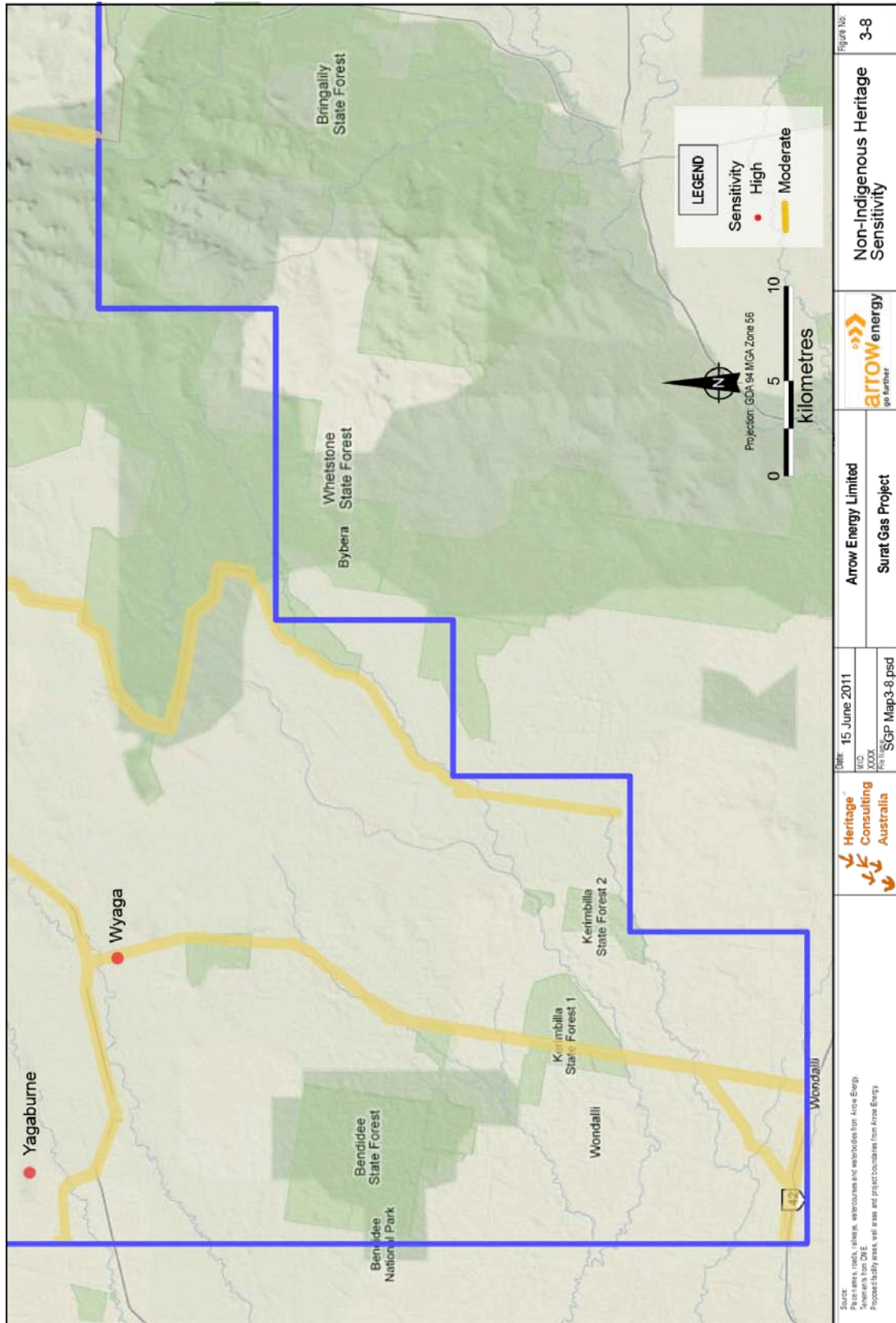












## **Appendix 3 – historical context**

### **1. European Explorers and squatters**

The Darling Downs was a rich and fertile land; its initial “discovery” credited to the English botanist Allan Cunningham in 1827. However, there are records documenting an earlier European presence. “Boralcho” Baker, an escaped convict from the Moreton Bay settlement, is reported to have lived for 21 years among the Lockyer tribe. Baker would have been the first European to see the Downs. He eventually surrendered to authorities, and ended up employed to show tracks over the Range (Hall p.6).

Allan Cunningham arrived in New South Wales in 1816. Named King’s Botanist, he travelled the country collecting botanical specimens. When travelling from Sydney to Moreton bay, Cunningham ventured from the Hunter region into the eastern edge of the Downs (some distance from the present gasfields) in 1827. He understood the potential of the lands he travelled, and wrote in his report:

The range of luxuriant pasturage. This subject of our discovery, in its plants, rising downs, open wood lands, valleys and even elevating forest ranges has thrown open to our extensive flocks and herds in a genial climate [Hall p.7].

Cunningham sought to find a way through the Great Dividing Range to Moreton Bay, finding a route later named after him, Cunningham’s Gap. But access to Moreton Bay was restricted, maintaining the isolation of the penal colony.

Cunningham’s report to Governor Darling became a valuable document, serving as a guide for later pastoral expansion into what Cunningham called the ‘Garden of Australia’. It was, however, not for another 13 years that the first squatters arrived on the Downs. The occupation of the land was illegal as it had yet to be opened officially for settlement. The first boundaries were identified with blazed trees to alert others to what was already claimed ‘by

right of discovery' (eventually the government recognised the squatters' claims).

By 1840 New England was overcrowded and the Leslie brothers and Arthur Hodgson moved on to the open forest plains between the western slopes of the Great Dividing Range and the Condamine River, where the 'grass grew as tall as a horse's flanks' (Evans 1899:9).

Patrick Leslie was an old friend of Allan Cunningham (Evans 1899:10), originating in Scotland he spent his first years in Australia employed on sheep and cattle stations. When his brothers arrived in Australia, they decided to explore the unsettled Darling Downs in search of their own land, led by tales of fertile land contained in Cunningham's report. The Leslie brothers took 5,000 sheep with them. They explored north as far as Gowrie Creek then returned to the southern Downs where they took up land at the headwaters of the Condamine River in the area of Warwick (Lipke 1998:11).

Patrick Leslie established the first station, *Canning Downs*. Adjacent land was taken up by a friend, Ernest Dalrymple, for his station *Goomburra*. The run obtained by the Leslies was too large and they moved their head station to what remained the *Canning Downs* portion of the run with the remainder becoming the *Toolburra* run.

Arthur Hodgson was the next to follow Patrick Leslie. By the end of 1840 there were only three stations stocked on the Downs (*Canning Downs*, *Toolburra* and *Goomburra*). In 1841 *Jimbour* station was claimed, along with *Etonvale*, *Myall Creek* (Dalby), *Cecil Plains*, *Warra Warra*, and *Yandilla* (Evans 1899:11). Sydenham Russell wrote of the claiming of *Cecil Plains*:

(We came upon) a small gully across which we could jump, this gradually widened, till it broke into a deep rocky river bed, on both banks of which was a fine, open, grazing country. Here we took up thirty miles on either side, marking two trees with our initials, as having taken possession by right of discovery...We have named our new station after you, mother.... Cecil Plains. [letter to Mrs. Cecil Charlotte Russell, reprinted in Philbey 2006:27].



Two initialled trees survive, one opposite the homestead in the remaining section of the Station, and one several miles to the south (Philbey 2006:31 and personal communication).

In 1843 the owner of Myall Creek, Thomas Bell, purchased *Jimbour*, and with Russell of *Cecil Plains*, owned most of the Western Downs. Along with *Yandilla*, these stations became large and successful sheep stations. *Warra Warra*, some of *Jimbour*, all of *Cecil Plains*, the western edge of *Yandilla*, and the northern part of the *Canning Creek* station are within the southern portion of the gasfields.

Within a few years the squatters had established more than 20 stations on the eastern Darling Downs and, by spreading eastwards across the range, had forced the closure of the penal colony at Moreton Bay, and the opening of the northern districts of New South Wales to free settlement (Evans 1899:9). This was the 'rush in the Downs'. Runs along the Condamine, Rocky Creek and Dogwood Creek were the first to be taken up. Harder, drier country took longer, some areas not being claimed until 1858.

The initial runs in the southern area, such as *Wyaga*, *Billa Billa* and *Yagaburne*, were based around ironbark creeks. Ringbarking had not yet been developed as a means to clear heavily wooded areas, so settlers kept within the ironbark areas that were easier to clear (John Elder, ex-*Wyaga* manager, personal communication). The area today is still characterised by large, heavily timbered runs. People in this area live on the sparsely populated stations, with no settlements between Captains Mountain and Goondiwindi.

The explorer and natural historian Ludwig Leichardt convinced wealthy east coast landowners to finance several expeditions to discover the grazing potential of the interior. The opening up of inland Australia was to become his 'Darling scheme' (Clarke 2008:94). Leichardt visited Henry Stuart Russell at *Cecil Plains* on two occasions prior to his 1844 expedition, also using the

station as a base for his expeditions (Russell 1888:362). Leichardt also camped at the woolshed built on the *Jimbour* outstation when he returned from his second expedition in 1846 (Bell 2004:23).

During the 1844 expedition Leichardt set out from *Jimbour*, but after 8 days he still encountered cattle dung, evidence that the area had been visited and claimed by earlier squatters. Thirty-four days after he set out, the party was visited by Aboriginal people east of Wandoan whom had had previous contact with Europeans on the Downs (Bell 2004:20). It wasn't for some time and distance, virtually until north of the gasfields project area, that the Leichardt expedition left all traces of the European presence behind them. The aim of Leichardt's first expedition was to open up a route from the Darling Downs to markets north of Australia.

Leichardt's second expedition, from Sydney to Swan River, had as a primary goal to finally settle the question of what lay in the interior of the continent. The expedition commenced by travelling overland from the Hunter River to the Darling Downs, and it crossed the southern gasfields (Clarke 2008:103). Even though the expedition had resources for a two year trip, heavy rains fell as they struck the brigalow scrub of the Dawson and Mackenzie rivers. The party lost their sheep goats and cattle and was low on provisions. The party was forced back, turning up at the *Chauvel* station on the Condamine River. The trip lasted 9 months (Clarke 2008:104). By the time Leichardt conducted his expeditions, the area south of *Jimbour* had already been claimed, and the frontier had shifted from New England to north of Dalby.

Leichardt marked his camps and any change of direction with his initials carved into a blaze cut into a tree trunk. A number of these still remain, mostly consisting of a single "L" at waist height on the side of the tree that would be approached if he needed to retrace his steps (Rennick 2004:54). Twelve of Leichardt's campsites are located within the gasfields, from Camp 3 at *Warra Warra* to the Camp 14 a few kilometres from Guluguba. The estimated location of the *Warra Warra* campsite now has a memorial to Leichardt.

Leichardt undertook 4 expeditions, covering from *Cecil Plains* along the Condamine River to *Jimbour*, then to Dried Beef Creek on horse and by foot between 1844 and 1848 (Bell 2004:xi). Leichardt's reports of favourable pasture, served as an added incentive for squatters looking for land to settle.

## **2. Squatters and pastoralists**

The period spanning the 1840s to 1890 was that of the squatter with their large land holdings on the Downs. These were large sheep and cattle stations with landowners and managers, shepherds, blacksmiths and station employees. The cultural landscape consisted of slab huts, which were later replaced with more substantial homesteads, shepherds' huts, sheep folds, shearing sheds, washpools, workers quarters, station cemeteries, isolated graves, and sometimes a station school.

The Darling Downs were declared a pastoral area in 1843, and by 1853 the entire Downs had been taken up (Lipke 1996:11). By 1854 there were 400 inhabitants on the Downs (Rolleston's letterbook, Film ID 76). The squatters' claims, until now claimed by 'right of discovery' but considered illegal, were recognized by the New South Wales government in 1848 (Queensland gaining statehood in 1859).

*Canning Downs*, one of the earliest established homesteads, today still retains some of the 1840s structure. The brick stables are rare in form and age, and have some of the earliest corrugated iron roofing used in Queensland. The residence and the stables, with the associated grounds including gardens, paddocks and driveway, provide a good example of a mid-nineteenth century pastoral run. The 1848 timber slab house is still used today.

Established by the Leslies in 1840, Canning Downs was in dire financial trouble by 1842. The three brothers were forced to assume roles of active stockmen to reduced wage bills. Wool prices were low, labour was expensive and supplies were difficult to transport.

The discovery of gold in Australia further increased the price and scarcity of labour on stations. Early exploration for gold occurred on the Darling Downs in an effort to attract workers and servants. The Lucky Plains Goldfields were discovered at *Canning Downs*, which allowed George Leslie to realize his aspirations of wealth and to return home to Scotland with his family. The station was sold to his cousin, Gilbert Davidson, in 1854. In the coming decades, extensions and improvements were added to the station, and it was gradually subdivided and diversified, with many successful racing horses reared there (Queensland Heritage Register, Place Id 600525).

In the 1850s and 1860s, the Darling Downs was still one vast sheep-walk, divided into stations varying between 40,000 to 150,000 acres, whose unfenced boundaries were defined by the watersheds of the different creeks (Evans 1899:13). Twenty years later there were 33 stations in the triangle formed by Warwick, Toowoomba and Dalby with more than 100 pastoral leases on the Western Downs between Goondiwindi to Chinchilla. The Downs by that time comprised 7,000 settlers, 1.5 million sheep and 140,000 cattle scattered over 1.2 million hectares (French 1997:1).

By 1853, nearly all the land in the entire pastoral district had been taken up (Waterson 1968:11). In 1855 farming began on a small scale in Toowoomba, which can be considered the birthplace of agriculture on the Downs (Evans 1899:13).

By 1859 when Queensland separated from NSW, social and political divisions had been created on the Downs. Those on the eastern Downs formed an elite oligarchy of aristocratic pastoralists with excellent family connections, considerable wealth, and substantial estates. These gentlemen-pioneers, the 'Pure Merinos', cultivated the habits of gentlemen and built magnificent homesteads, set in manicured lawns and orchards, equipped with libraries, large dining rooms and elegant ballrooms. This elite was strongly supported by the majority of the Downs squatters many of whom, especially in the west, had risen from the ranks of pastoral overseers to become land owners themselves (French 1997:2).

*Cecil Plains*, 40km south of Dalby, was an example of the homesteads of the elite. The station consisted of a homestead framed in a garden, surrounded by lawns, where offices, stores and stables opened onto a large quadrangle. A few yards away was the original station constructed by Henry Stuart Russell, used as bachelor's quarters in 1899 (Evans 1899:79).

*Jimbour* (Queensland Heritage register, Place Id 600941), approximately 20km from Dalby, was the last inhabited station Leichardt visited on his 1844-5 expedition to Port Essington, and it was also one of the first stations on the Downs. By the late 1890s, the house was a lofty two-storied mansion built of sandstone from a neighbouring quarry and timber from the Bunya Mountains. It was considered the finest residence on the Downs and was financed with wool money.

*Jimbour* was a substantial sheep station and was prominent in the history of the area. The main buildings, including the homestead and associated features, are east of the gasfield project area. However, the outstation with the 1843 shearing shed is within the project area and is of historical significance to Queensland, connected with both pastoralism on the Downs and with the explorer Leichardt. A small settlement around the woolshed included a Cobb and Co change station, a hotel, shearers' quarters, Chinese gardens, cemetery, and an historic dump containing remnants of the early pastoral era. It also includes a nearby washpool and the remains of a Cobb and Co bridge.

*Jimbour* station was the first run to use subterranean water, with the first windmill erected in 1877 (Evans 1899:84-85). *Loudon* station closely followed suit with two American-made windmills with the name 'Steel Star' imprinted on the fan.

Initially the mills pumped water from old style wells about 3 feet square that were dug by hand and lined with timber slabs. Later, windmills with bore holes

were the normal method of tapping into the underground water. Many carried the famous 'Southern Cross' brand, made in Toowoomba (Lehner 2004:59).

*Cecil Plains, Jimbour, Yandilla, Canning Downs* and *Jondaryan* were virtually self-contained villages, with cottages, stores, stables, workshops, post offices, schools and chapels. These were costly structures, and contrasted with the buildings found on properties in the Western Downs. These latter constructions were utilitarian and simple, some little more than small brick and timber houses with detached kitchen, store, huts and a couple of sheds (Waterson 1968:19).

*Wyaga* (Queensland Heritage Register, Place Id 600940), believed to one of the oldest cattle stations in the area of Goondiwindi, in 1849 covered an area of 60,000 acres. It carried sheep in the 1860s and it is from this period that the homestead and woolshed survive. When the Gunn family arrived at *Wyaga* in 1861 there was a bark hut with an earth floor and a 'good woolshed'. The new house his family built is the current homestead (Gunn 1937:11). Most of the original area of *Wyaga* is scrub country; legendary scrub runners (men who could ride a horse at speed through scrub after cattle) worked in this area (Vivers 2002:11; Stuart :67-68).

*Western Creek* was established by a Captain Vignoles. The surviving part of the station is a working cattle station but in the early days it was a substantial sheep station. There were numerous employees and Captain Vignoles was renowned for lavishly entertaining the neighbouring pastoralists, the Taylors from *Cecil Plains* and the Gores from *Yandilla*. There is a cluster of historical remains at *Western Creek* station, all relatively untouched and in surprisingly good order for their age. Material remains includes a shearing shed, washpool shed, sheep yards, and slab hut (saddle shed/station store), built in the 1850s, a homestead built in 1860 and an historic cemetery; also cattle yards and fences. This cluster would easily qualify for inclusion on the Queensland Heritage Register.



In 1850 James Taylor took control of *Cecil Plains*. At first he ran cattle but in 1865 *Cecil Plains* became a sheep station. The existing homestead at *Cecil Plains* was built by him in 1850. The homestead complex contains numerous historic features, including the site of Henry Stuart Russell's original slab hut, his original stables and, across the river, one of two initialled trees. The homestead area has a mixture of historical structures and known areas of archaeological potential. The Station Cemetery and the site of the Station School, once on Station property, are now on the edge of Cecil Plains Township. This cluster too would qualify for inclusion on the Queensland Heritage register for its substantial role in early pastoralism and for its connections with the explorers Leichhardt and Russell.

*Canning Creek* was sold to the Gores of the adjoining *Yandilla* in 1850 but, after it was again sold, still retained a connection with the Gore family. The *Canning Creek* homestead, and possibly several outbuildings, survive, and can be considered of potential state heritage significance.

*Yandilla* itself had a large settlement with over a hundred workers, homestead, workers quarters, church, cemetery etc. However only the edge of *Yandilla* is within the gasfield project area and these features fall outside.

Other remains of the pastoralist era are the sheep folds across Cooranga Creek from *Warra Warra*, shingle sheds at *Glen Ferrie* (once part of *Western Creek*), the woolshed at *Ducklo*, and isolated graves at *Billa Billa* and *Yagaburne*, as well as reported remains at *Daandine* and *Kindon*.

Another early pastoral station with historic remains is *Juendah*, near the current town of Wandoan. *Juendah* ran sheep and cattle, and was another place renowned for its scrub runners, rodeo riders, and ringbarkers. The stories of Stan Bischoff (Stuart nd.), the Lawton brothers (Stiller *et al.* 2000), and later, Collins (2000) are amazing tales of life in and around *Juendah*. The historic site contains some original station buildings, ruins of the *Juendah* homestead, the station cemetery, and an extensive area of archaeological deposits. The cemetery contains several graves, including that of Mark

Windeyer from neighbouring *Walliba*. Windeyer's gun accidentally discharged while he was preparing to chase a group of Aboriginal people burning the huts on his newly claimed land. He was taken to *Juendah* and looked after for several months until he died of his wounds. The cemetery also contains the grave of Constable O'Dywer, killed during a bungled arrest involving the Aboriginal man 'Old Toby'.

In the 1860s, apart from the few small wooden towns (Dalby, Condamine, Drayton and Warwick) which catered for the immediate needs of the squatters and their servants, and the hundred or so isolated homesteads and outstations, the countryside was pretty much the same as when Cunningham first laid eyes on it. No fences, railways or formed roads intruded on the savannah-like appearance of the inner Downs, with its thousands of acres of rolling grassland, distinctive, isolated volcanic cones and numerous watercourses (Waterson 1968:9).

The Government passed a series of Land Acts after separation from New South Wales, which were aimed at gaining control of land distribution. In the name of the Crown, half of every pastoral run was resumed (McDonald 1988:3). These new laws allowed the 'little man' to select areas as small as 80 acres (McDonald 1988:4). However, powerful squatters managed to secure the freehold of much prime land for their own grazing interests by using the 'pre-emption rights' granted in 1847 (Lehner 2004:35).

Under the Agricultural Reserves Act of 1863 many small farming settlements appeared, and some of the stations began to combine grazing with agriculture (Evans 1899:13).

By the 1880s many squatters were heavily indebted to the banks. The greatest threat was the agricultural push. An agricultural lobby appeared, challenging the squatter's monopoly. This lobby consisted of Brisbane merchants and country-town storekeepers, whose profits were increasingly dependent on a rapid growth of population (French 1997:2). In reality, the agricultural push was quite slow; by 1892 only 3% of the Downs was cropped

by 2,800 farmers who were limited to the less suitable, drier, hillier, and timbered areas. The poor country and the limited capital and failure to access to cheap credit meant that the Downs farmers were slow to introduce labour-saving machinery such as drills, ploughs, mowers, harvesters and threshers, and had to rely instead on manual labour by members of the family.

Land clearing on the Downs was a very slow process (the powerful squatters opposed the Government's encouragement of small farmers). Most of the clearing was not done until the drought years of the 1920s and the Depression of the early 1930s. Timber was cut by hand, and was used for heating and cooking in large towns such as Toowoomba as well as in isolated homesteads. There was pressure to fill the railway trucks, which involved cutting and loading 5 to 10 tons of wood a day (Lehner 2004:66).

Timber was also used for railway construction. Ironbark and spotted gum in log form were hauled by horse and bullock teams to the railway sidings under contracts that employed up to 250 men (Philbey and Neville 2003:5).

Land clearing halted at the end of the 1930s Depression and began again with a vengeance after World War II. Mechanisation saw the introduction of ever-larger bulldozers, tractors and scrub-clearing devices. The chief motivation was a trend from grazing and dairying towards agriculture (Lehner 2004:66).

### **3. Aboriginal resistance and the Native Police**

Before Cunningham "discovered" the Darling Downs, the Aboriginals were already aware of the Europeans and their firearms.

The primary task of the squatter was to secure the grasslands for his stock, pursuing a policy of 'dispersal', a euphemism for shooting groups of Aboriginal people. The hanging of Europeans after the Myall Creek massacre silenced many a squatter as to the reality of 'dispersal'. Pemberton Hodgson summed up this policy:

...the earliest, the primitive roads of the settlers were marked with blood, the forests were ruthlessly seized, and the native tenants hunted down like their native dogs. [French 1989:98]

The open nature of the Downs was well suited to cavalry charges and gave the European an important military advantage over Aboriginal warriors on foot (French 1989:95), who in other landscapes would have had the upper hand.

The Leslies at *Canning Downs* were renowned for their strong measures, never hesitating to shoot to keep Aboriginal people away from their property (French 1989:95). George Leslie reassured his parents in 1839 about precautions taken by his brother on his journey to Darling Downs, explaining that the party was:

*...taking plenty of firearms for fear of the blacks and we are to build our huts in a square and have all the windows looking into the square and have the outside walls double slabbed and portholes and if we find the blacks disagreeable we will get a ten pounder and I expect that will astonish them* [Reynolds 1996:15].

Evans (1899:58) remarks that in the early days the station of *Yandilla* was anything but peaceful, the Aboriginal people:

*...raged perpetual warfare with the early settlers. Many shepherds have been murdered on this station, for the Yandilla country was one of the favourite haunts of the Aboriginals.*

At first, the Downs Aboriginies avoided the whites. As the number of sheep and stations grew, many withdrew to the dense scrub in the mountains. This removed men, women and children from their traditional sources of food supply. Thousands of unfenced sheep fouled water supplies and displaced native animals, and avoidance soon changed to conflict (Reithmuller 2005:7). The Aboriginal people struck at the squatter's financial base: sheep and cattle. This was done either by killing them off or burning their pastures (Reithmuller 2005:8).

Aborigines from previously settled areas were brought to the Downs to serve as guides, trackers, servants, and as early alerts for hostile activity. They

were a go-between, serving the purpose of retrieving information of the movement of the local tribes and maintaining friendly intercourse with them (French 1989:98-99).

There are documented battles from this period, in 1842 Henry Russell encountered a group of 300 Aborigines whom they engaged in battle, and in 1843 there was the Battle of One Tree Hill which was part of an Aboriginal tactic to deprive the Downs of supplies and starve the Europeans. In 1842 there was the Kilcoy massacre where 60 Wakka Wakka people died after eating damper containing strychnine provided by the squatter Mackenzie. Aborigines in 1849 were gathering on the northwest Downs at Dogwood Creek to attempt a united war. In response, a detachment of Native Mounted Police was dispatched (Reithmuller 2005:9).

Estimates of casualties of the conflict vary; the squatter John Campbell estimated that at least 17 Europeans were killed by Aborigines in 1842, Hodgson counted 35 in 1843. The fatality rate for the Downs Aborigines is estimated at 30%, which would have left approx 525-1,071 survivors.

The pastoralists lobbied the government in Sydney for the establishment of a police force to protect their sheep and cattle against attacks from Aboriginal groups. The Native Police were created in 1848. By March 1849 Walker, the commandant, had fourteen recruits and was riding north to bring law and order to a frontier which stretched from the Macintyre River, through the Darling Downs and back across to the coast through Central Queensland (Elder 2003:147). But it was not the first police force to be recruited in the colony. The border police was created in 1839 after the Myall Creek massacre, a quasi-native police force that was not disbanded till 1846. This latter force was made of ex-convicts, Aboriginal men that wished to join, stockmen, shepherds and itinerant Europeans seeking regular pay, food and lodgings (Elder 2003:148).

As soon as the Native Police force was formed, settlers from the Darling Downs started requesting police protection (Elder 2003:150). Walker and his

men went about their task of suppressing Aboriginal aggression with such viciousness that they quickly gained a reputation, admired by some Europeans and feared by Aborigines (Elder 2003:151).

Walker's presence was requested along the Condamine River. Two major attacks took place here, and groups of more than 150 Aboriginal people were mentioned, though actual casualties were never declared. In 1850 Walker, after continued demands from landholders, expanded the native police by employing two lieutenants. One of them, Marshall, was left in charge of the Condamine-Macintyre area (Elder 2003:151).

The native police were successful because they removed the most potent weapon Aboriginal people had, the advantage of using the terrain and vegetation to escape capture (Elder 2003:152-153).

Everyone on the frontier knew of the real brutality of the native police but the official records portrayed this band of licensed murderers as models of probity and conservatism (Elder 2003:153). But it is reasonable to assume that every time a native police report mentions 'dispersal' the sub-text means that a murder was committed (Elder 2003:154). The Governor observed that:

...a great many blacks are reported as having been killed by the Police but I think that the depositions when received will prove these acts of severity to have been unavoidable. [Elder 2003:152]

The native police force was increased to 48 men in 1852. It was common practice to offer Aboriginal men in prison the chance to serve out their time in the native police force. When Walker tried to curb the indiscriminate killings by the force, particularly the killings which occurred on stations far removed from 'civilisation', the settlers and station owners complained to the governor. Walker was removed from his position in 1854 (Elder 2003:155). Any modicum of control disappeared with Walker's dismissal. By 1864, when the Government of Queensland assumed control, the force was little more than a brutal collection of killers led by sadists (Elder 2003:155-156). Not only did the



police massacre Aboriginal people but the white officers would also oppress and brutalise the Aboriginal people below them (Elder 2003:156).

In the final analysis it is impossible to count the deaths that resulted from the activities of the native police. The police kept no records, and the white settlers endorsed their actions. When John Douglas called for a royal commission into the behaviour of the native police, his request was greeted by laughter from fellow parliamentarians: “if the honourable member wanted to bring charges he ought to have gone back to the origin of the black police, when Robinson Crusoe and his man Friday went out together to kill blacks” (Elder 2003:157-158).

Between 1859 and 1893 the Downs Aboriginals disintegrated into station workers, fringe dwellers, and cadgers. Their extermination was expected by many Europeans (Reithmuller 2005:10).

#### **4. Droughts and floods**

Droughts took their toll on the pastoralists. The 1866, 1871 and 1885-6 droughts were particularly severe leading to some pastoral ventures being taken over by finance companies or sold. The 1902 drought is still known as the worst in recorded history and on *Juendah* alone, 20,000 cattle died (Stiller *et al.* 2000:20). This was the period of resumption when closer settlement was imminent and some landowners simply surrendered their leases. The breaking of the 1902 drought ushered in the devastating spread of prickly pear and was followed by an almost equally severe drought in 1905. Droughts made it difficult to survive through the period of setting up small dairy farms and many farms proved to be too small to be sustainable. Drought also preceded the great Depression.

Floods most mentioned were in 1864, 1883, and 1890 (the worst in recorded history) (Black *et al.* 1978:42 mention this as the worst in Chinchilla’s history). Floods caused loss of life, loss of stock, erosion, and hazards such as snakes and vermin taking refuge in the houses (Potter *et al.* 2002:61). The Condamine River in flood was an especially dangerous place. Dislodged trees

rushed at such a pace that, for example, the section of river near *Cecil Plains* is known as 'a body a mile' (Glennis Philbey personal communication). Access across a flooded plain was impossible; even in wet weather the black soil along the Condamine was boggy and impassable. The situation improved with the coming of rail. There are a number of stories of ambulance carts being able to cross into *Cecil Plains* on the rail bridge when the flood was high (Neville and Philbey 2003). However at some places such as Warra, even the rail was washed away (Ashton 2003).

The placing of provisional schools had much to do with conditions when it was wet. Children had to be close enough to ride a pony on wet, muddy tracks. Schools were therefore extremely small, taking in children from only the immediately surrounding farms. They struggled to maintain their minimum enrolments, fluctuated between being open and closed and intermittently were put on drays and re-located. This was particularly the case in the Tipton, Cecil Plains, Nangwee and Norwin areas (Gersekowski and Scott 1998) on the Condamine flood plain but applied to many areas prior to the advent of bitumen roads.

Bridges were essential in opening up the flood-prone areas and they were greatly celebrated, for example Tipton Bridge (Cecil Plains History Group Archives). At first bridges were low and not always passable and often washed away. The bridge at *Cecil Plains* has been rebuilt several times at different levels, with remains of each still visible. The North Arm Bridge has the remains of an adjacent, early bridge, probably used by teamsters.

## **5. Transport**

### **Cobb & Co**

In its beginning, drovers and teamsters serviced the pastoralist industry. As early as 1846 an inn was built at Myall Crossing for drovers and teamsters. Dalby formed around the inn, and was later surveyed as a town. The Cobb & Co service from Dalby to Roma began in 1867, and operated until its replacement by the railway.

The initial route from Dalby was Ranges, Kogan, Wambo, Condamine, Moraby and Roma (Emmerson 1969:9). Evidence of this route can still be seen at *Darrington*, near Macalister, where a substantial part of a Cobb & Co. bridge still stands.

When the railway bypassed this route, Cobb & Co. was forced to operate via Chinchilla, picking up goods and people from the railhead. Chinchilla had always been a stopping place for drovers, and even after cattle were transported to market by rail, they were taken off the train at Chinchilla for water and rest. Other water reserves used by drovers, such as one at Lake Broadwater, declined and many current water reserves began as drover camps.

Cobb and Co. was not the only carrier, with a competitors horse team operated from Miles to *Juendah* (Ford *et al.* 1978:17). Teamsters were also in demand for hauling timber, carting wool and for work on the railways. Squatters often used their own drays to transport belongings and, in the 1860s and 1870s, German selectors used traditional German wagons to cart produce, and to carry their families to Church. When the branch line from Miles to *Juendah* was being constructed, Germans in the Downfall Creek area used these wagons to transport garden produce to supply the railway camps. (Cobb and Co. Museum display, Toowoomba)

### **Railway**

The railway transport network was inadequate, as the railway was constructed initially to benefit the squatters. They were strongly represented in the first Queensland Parliament and had urged railway construction to provide a faster and more reliable service than that provided by the teamsters (Chinchilla Centenary Booklet 1978:6):

... the development and construction of Railways [is] absolutely necessary for the growth of inland settlement and prosperity of the State" [quoted in Philbey and Neville 2003:1].

The farmers were unable to get their produce to market cheaply and efficiently and Queensland was importing 90% of its wheat and flour in 1890 (French 1997:2-3). In 1863 the Railways Bill was introduced, authorising a government line. It was constructed with British investment, and using a narrow gauge, making Queensland the first administration in the world to adopt such a narrow gauge as a mainline railway (Kerr 1998:4). The first steam locomotive hauled a wagon and carriage from North Ipswich to Wide Gully on 11 January 1865, and the official opening was in July 1865 (Kerr 1998:10).

Queensland's first railway linked only a shallow river port with a minor village, in comparison to Victoria and South Australia's railways, which linked capital cities to ports. Much of the freight in Queensland continued to travel by road.

Gradually over the years stations were added and the line was extended. The major line to cross the project area was the 'Great Western Railway' from Ipswich to Roma (the gasfield incorporates a section of this line from east of Dalby to near Miles, the current Warrego Highway running parallel), and the branch line from Miles to *Juendah* (Wandoan). The plan was to follow the Cobb and Co. and telegraph route, crossing the river at Ranges and Condamine, however the difficulties of building two high-level bridges to cross the river were immense. Instead it was decided to skirt the northern bend of the river (Wormald 1978:7) crossing the creeks rather than the river.

Construction was slowed in 1866 when the agricultural and mining boom turned to depression, as British investors' finances collapsed. Costs were cut during construction, navies were underpaid or not paid at all, but the line to Toowoomba was still finished by 1867 (Kerr 1998). By 1867 the railway reached Dalby. Construction from Dalby began nine years later, giving Dalby time to grow into a major town.

Railway construction reached Macalister in 1876. Settlers' houses from Macalister were removed as recently as 1984, when the railway station closed (newspaper article, Dalby archives).

By the time the rail reached Warra, in 1877, it was prepared with stores and two hotels. Business people had abandoned Dalby for the new opportunities along the line (Ashton 2003:129). The site of a railway camp at Warra and one near Ehlma (pointed out by Lyn Frazer, Warra Heritage and Progress Association) with possible archaeological remains can still be seen in the landscape, as can the railway station, now part of a Heritage Park in Warra. A subway at Warra, built in 1911 after the first pedestrian railway accident in Queensland occurred, is commemorated with a plaque.

Workers for the rail were diggers from the Palmer River goldfields or were new migrants brought in from the British Isles (Emmerson 1969:11). Surveyors for the second section of the track travelled ahead with their families and, in 1877, set up camp at Baking Board, outside of Chinchilla. Conditions were poor and sickness plagued the camp. A canvas hospital and a boarding house were set up (Matthews 2004: 108), however many of these people died. They are buried at a still existing small cemetery near the site of the railway camp (Merlene Coates-Freeman, historian, personal communication). Baking Board became a railway siding and small settlement (now gone), with six houses, a school, tennis courts, shop and telephone exchange (Ken Janke, Chinchilla resident, personal communication). Railway camps were also set up at Campbell's Crossing and Brigalow before reaching Charleys Creek in 1878. A settlement was already in existence here based on the droving route, but with the addition of the railway it was soon surveyed to become the town of Chinchilla. The Y.M.C.A established a series of camps for railway construction workers, providing recreational activities such as chess, draughts, and library facilities. Life was especially primitive for women and children in these railway camps (Philbey and Neville 2003:6).

Columboola, now little more than a sign and an environmental school, began as a railway camp in 1880. Two railway gangs in separate camps had enough children to establish a small school. Almost all vestiges of what became a thriving settlement, including the railway station, station masters house and fettlers huts, have been removed (Robb 1996:14-17), though a small siding shed with the name 'Columboola' still remains.

In 1904, further railways extending out from Dalby were approved. The line, used wooden sleepers buried in earth, the cheapest conventional railway construction technique, which was subsequently adopted on several branch lines (Kerr 1998:113). Most of the line was built beside roads. The track gradually sank into the black soil, so it was lifted and ballasted afterwards, enabling the line to take heavier locomotives in 1932 (Kerr 1998:113). Where tracks crossed flood-prone waterways, floodwaters could spread and sit for six weeks at a time, turning the black soil into sticky mud (Lehner 2004:44).

*Jimbour* was connected by railway in 1914. The old established pastoral centre of Taroom also demanded a railway to promote closer settlement. Railway construction finished at *Juendah* in 1914, where the terminus was renamed Wandoan to avoid confusion with Jundah, but construction did not continue to Taroom (Kerr 1998:115). This branch line opened up the area from Miles to Wandoan for closer settlement. The site of Kowguran siding on this branch line has archaeological remains but the siding has been re-located (to the Miles Historical Village) and the settlers' huts removed (Merlene Coates-Freeman, local historian personal communication).

Separate branch lines were constructed in the southern part of the project area. One branch reached *Cecil Plains* from Oakey in 1919 and another reached Millmerran from Toowoomba in 1911. (Millmerran is east of the project area, but the coming of rail affected the wider area). A branch line from Dalby to Tara also crossed the project area north of Lake Broadwater.



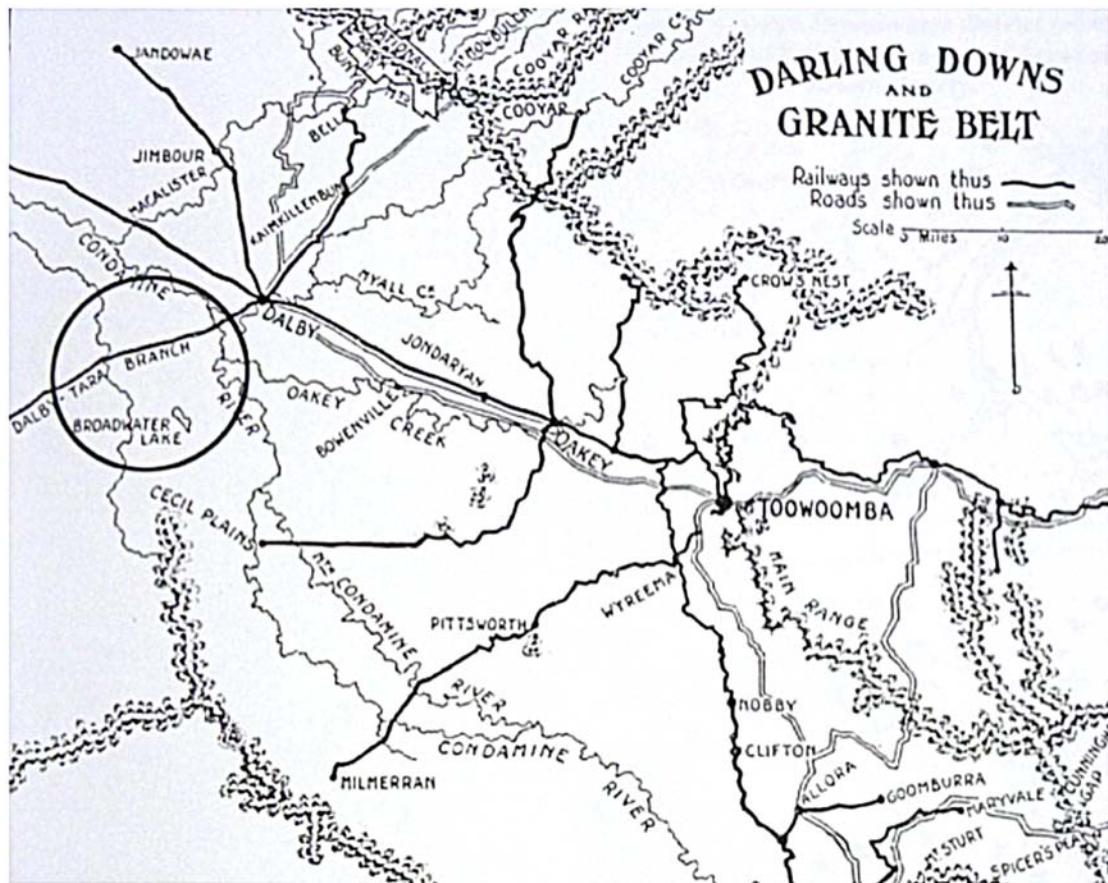


Figure 1: Rail in the southern section of the project area, 1930s. Lehmer 2004, from a 1930s tourist map.

The *Cecil Plains* branch line was facilitated by James Taylor (Jnr), who paid for the extension to his property to allow fast transport of his wool to market. After years of delays he sold his property to the Government in 1916. Cecil Plains was subdivided for closer settlement in 1919, mainly soldier settlement blocks, giving returned WWI soldiers £600 and four pegs to mark out their blocks. The soldiers were told to concentrate on dairying, as cream could go by rail to the factory in Oakey. The government retained Cecil Plains homestead as a soldier repatriation centre and the town of Cecil Plains gradually took shape (Marg Neville and Glennis Philbey personal communication).

Neville and Philbey (2003) point out that the railway stations and sidings became a social institution. Everyone had to take their produce to be collected and everyone had to collect mail and goods. A whole town would watch out for the smoke and meet the train; the station became the gathering spot. The

railway was also a lifeline, especially along the Condamine where in flood the only way out was by rail and the only help was the rail ambulance. It was also used to transport loads of trucks and fuel during the war. Women were employed as station mistresses and gatekeepers were nearly always women, usually the wife of a ganger who had a cottage next to the gates, but these jobs were also given to widows as an early form of social security (Neville and Philbely 2003).

In the Millmerran area townsfolk from the established small towns petitioned for the rail to come through their particular towns. Turallin and Koorangara residents petitioned hard but both missed out, when it was decided that the railway should go to Millmerran. Koorangara is now a true ghost town with a line of abandoned shopfront buildings, bank, cheese factory, and church and community hall forming a reminder of a once bustling township. Turallin now has only a handful of homes.

The coming of rail to Millmerran brought firstly work on the railway, then mail and goods, transported sheep, cattle and pigs, and allowed the closer settlement push into dairying to succeed. Cream depots at intervals alongside the track saw butter and cheese factories come into production in numerous small settlements in the Millmerran area.

Rail brought an end to Cobb & Co., and horse and bullock teamsters left the industry or changed to hauling timber. Drovers' work also declined with cattle only being brought as far as the rail sidings. Many historical sites in the area relate to rail.

### **Timber**

Rail brought with it the need for timber, primarily for sleepers and bridges. Timber mills were set up throughout the forests along the railway. Former mills are known to have existed at Christienseberg's near Miles, Columboola, Chinchilla, and north of Chinchilla. At Cecil Plains, along with the modern mill in the town, were three historical mills (Marg Neville, personal communication). Further enquiries are needed to locate the sites of most of

these mills. At *Western Creek* in the State forest section, the remains of two timber camps, closed in the 1970s, have been located.

## **Coal**

Coal was found in Warra when a well was dug in the town (Gary Carey, Lyn Frazer personal communication). This led to a coalmine being opened in 1914, by a private company, the Smokeless Coal Syndicate. WWI had started and coal for the railways was crucial in the war effort. The slogan was '*Queensland coal for Queensland trains*' (Lyn Frazer, personal communication).

The government bought the 10 acre coal lease when the mine closed, and operated a different mine in the same area until 1919. This mine was closed when water seepage caused safety problems and the workers went on strike. Remains of the two mines can be seen on either sides of the road, northwest of Warra.

Warra was already thriving as a railway town, and thrived anew with the mines. The miners went on strike but fully expected the problems to be solved so were angry when the mine was shut down. Shortly afterwards three of the four hotels in the town were burnt down. When Gary Carey's mother was alive she remembered sitting on her verandah as a child wondering when she would see the next fire. She could also see the miners at night at their 2-up site. The miners lamps strapped to their foreheads would go up and down following the flip of the coin. Thanks to a map drawn by her son Gary Carey, on the basis of her reminiscences, the locations of the 2-up site and many other features of the old town have been recorded.

When the coalmine closed, land at Ehlma was opened for selection to provide work for the miners. Railway workers also took up these selections (Lyn Frazer personal communication). Agriculture on these blocks did well, especially when large scale grain production was boosted by the introduction of farm machinery after WWII. Many farmers in this area now object to a future of coal on their now-rich farming lands.

Coal mining was also present in Gowrie. Fifty-three men were employed at the colliery on the Gowrie property. In 1898 16,685 tons of coal were disposed of, and the supply appeared to be unlimited in 1899. The coal was sold to the Government for railway purposes and also in Roma and Toowoomba (Evans 1899:74-75).

## **6. The Dairy Industry**

After 1890 there was a massive expansion in the region's agricultural diversity and economy due to:

1. The arrival of more settlers;
2. The Agricultural Land Purchase Act of 1884 that eventually opened the Downs;
3. The demand for branch railways to transport produce and goods to Toowoomba (Philbey and Neville 2003:21).

The farms in the area near *Cecil Plains* were predominantly dairying, though mixed farming, including grain growing, also operated although on a limited scale. With the Government's support the dairy industry flourished in the period up to World War II, when there was a demand to export butter and cheese (Philbey and Neville 2003:21). Railway traffic consisted mainly of dairy products, until the grain production expanded (bagged wheat giving way to bulk handling) (Kerr 1998:115).

In the early days, production concentrated on milk and butter, but between 1910-1921 the number of cheese factories on the Downs multiplied. In the 1920-1930 period Queensland was the largest cheese producing state in Australia (Philbey and Neville 2003:23).

Dairying was popular because it produced regular cash payments, as did its companion industry, pig farming. The pigs were fed the skim milk, which would otherwise have become a waste product after separation. By 1937 there were more than 6,500 dairy farms on the Downs. After the war there

was a substantial swing away from dairying in favour of grain growing, cattle and sheep production. The milk supplies at all factories fell below an economic level and the industry declined (Philbey and Neville 2003:21).

The dairy was not an easy life for families. The whole family would be involved in production and maintenance. On 'train days' the horses would be harnessed to transport the cream cans to the railway siding. A brass plate was attached to the can with the name or number of the supplier. The cans were placed in the cream shed, which were once familiar structures at the sidings. The walls were constructed of slatted boards that allowed the air to circulate and kept the interior cool and protected from sunlight. In wet weather the cans were transported on a sled instead of the dray (Philbey and Neville 2003:22).

In the quarter century before the WWI, Darling Downs agriculture expanded rapidly. The population doubled as more than a thousand new farms were carved out of the pastoral estates. The advent of refrigeration facilitated the diversification of the primary sector away from grain production to mixed farming with cattle and pig raising. The appearance of butter, cheese, milk and bacon factories to join the flourmills in the Downs landscape signalled that the monthly butter-fat cheque was now the salvation of the sector (French 1997:3).

## **7. Prickly Pear**

Prickly pear was introduced to the Downs near Goondiwindi to be used as a hedge to border pastoral property and keep dingoes out, also to keep scurvy down among the shepherds (Lehner 2004:40). Dairy farmers soon learned also learned of its value as fodder for stock. Boiled and mashed it helped starving animals through the great drought at the turn of the century (1902). However the pear spread relentlessly over roads and properties (O'Sullivan 1992:14). The pear invasion in the project area was especially destructive around Chinchilla, Lake Broadwater, Bringalily, Captains Mountain, Western Creek, Kindon, and some of the Miles to Wandoan area, causing intense misery for the property owners. The breaking of the 1902 drought had led to



such an alarming increase that by 1920 the infested area was estimated at 60 million acres, and spreading at the rate of a million acres a year (Fitzgerald 1988:18).



**Figure 2: Areas of dense and scattered Prickly Pear infestation, Johnson and Tryon 1914.**

Attractive conditions, including long leases were offered to prospective settlers in exchange for eradicating the pest from the property. It was hard and dangerous work, with slashing and burning, and the spraying of chemicals, generally arsenic compounds. Many failed to meet the conditions of clearing a portion of their selection each year, and had to abandon the land. In many areas the pear was extremely dense. Ella Stiller lived at Downfall Creek Guluguba. She remembered that at the time the prickly pear was flourishing and was so thick a small child could easily become lost, which is what happened to her (Stiller *et al.* 64). One settler, who bought a prickly pear selection near Chinchilla, wrote:

*...a visitor looking at Chinchilla today cannot possibly conceive the conditions that prevailed before 1930 when many thousands of hectares of this remarkably good land was in the grip of the world's worst plant invasion, that of the prickly pear ... The spread was so rapid, the situation was desperate.*



*Thousands of hectares of land had been overrun by the invader and homesteads were already being abandoned. The menace was met by the stout-hearted settlers with knives, mattocks, hoes, slashers, ploughs, poisons, blood, sweat and tears, plus a variety of mechanical devices, but, like a green octopus, the plant was gripping hold of the land. [J. Mann cited in the Chinchilla Centenary Souvenir Booklet p 29].*

Prickly pear selections were offered in many places, including Guluguba, Chinchilla, Bringalily, Clontarf, Millwood, Captains Mountain and Bora Creek.

Commissions were set up, many reports were written, but it seemed the only solution would be to find a biological control to combat the plant. The insect *Cactoblastis cactorum*, brought over from Argentina by a Brisbane entomologist, Alan Dodd, was used to remove the pear. The eggs were stored in quills.

The *Cactoblastis* moth took effect everywhere it was released. In the Millmerran area a settler recalled the larvae arriving 'like vermicelli in a box':

*...the grub was wrapped in wax paper and a small hole was made in the prickly pear and the larva inserted. The stench of the rotting pear was frightful. They had a man use a tractor with a log rolling device attached to knock down the pear. [Hall in Hutson 1994].*

In Chinchilla a settler recalled the excitement of this cure and the role of the Bug Farm:

*...the Chinchilla Field Station was in the hub of this colossal activity, sometimes despatching as many as 14 million eggs a day. Many local residents were engaged in this work. The main distribution was completed in 1933, just eight years after the original 3 thousand eggs obtained and most of the original pear had been reduced to fibre and a rotting mass of vegetation. For several years some regrowth ... but insects remaining have successfully controlled this. Not even the most optimistic of us could have conceived such an outstanding result. We look at Chinchilla today and many other towns in Queensland and New South Wales and we realise that a twentieth century miracle has been performed before our eyes. [J. Mann cited in the Chinchilla Centenary Souvenir Booklet p 33].*

By 1936 the problem was under control and land prices escalated after the large drop prior to 1927 (Lehner 2004:42-43). The locals of Chinchilla built the *Cactoblastis* Memorial Hall at Boonargo, near Chinchilla, as 'a memorial to the

orange grub that gave us back our lands' (Cameron 2007:12). This hall is now a listed site on the Queensland Heritage Register.

Another significant pest were the Noongoorra and Bathurst burrs. These were a particular menace during the height of the pastoral period because the burrs would collect in the sheep's wool, spreading the pest further and reducing the value of the fleece (Lehner 2004:44).

## **8. Consolidation, resumption, closer settlement**

For Queensland to progress beyond the era of the squatters, the pattern of land tenure had to change. Consolidation, resumption and closer settlement progressively produced a fundamental change from large pastoral stations to a mixture of smaller stations and small grazing and agricultural selections.

From 1885 to 1905 the idea reigned that the Darling Downs climate was too harsh for crop production. The difficulties of transporting production to ports, crop failure due to rust, the lack of crop saving machinery, and the opposition of pastoralists, all contributed to the slow beginnings of the grain industry (Philbey and Neville 2003:35). The squatters had opened up the land but had held their large sheep and cattle runs, often without the runs being stocked. This situation changed, firstly with consolidation and resumption of land, aimed at breaking the hold of the squatters, then with 'closer settlement', a policy of opening up the land to more diverse forms of agriculture for a greater number of people.

The need for change was particularly noticed when work on the Great Western Railway was complete and workers wanted opportunities to take up land (Robb 1996:94). By then the process had begun. A series of Government Acts, beginning in the 1860s, was forcing the subdivision of the sheep and cattle runs in order to provide a living for small farmers and, later, for soldiers returning from the Wars.

There were two periods of closer settlement, one volatile period in the 1860s-1890s and another, generally referred to as 'successful closer settlement' (Black *et al.* 1978:17), in the early 1900s.

The first period was resisted by squatters, and complicated by droughts. Some squatters could see the writing on the wall:

*...about 1859, Freeselection Jack, afterwards Sir John Robertson passed his famous Land Act, which gave any-one who pleased power to settle on any holding of a squatter and select 640 acres. This Act frightened father, so that he sold out to Mr Edwards and retired to Sydney with his wife and two children. [Gunn 1937:10]*

The first Land Acts targeted runs that were not being stocked, allowing new squatters to claim any areas that were not stocked to the required levels. This resulted in established squatters rushed to stock their runs. The Land Bills of 1868 and 1872 therefore encouraged 'consolidation' followed by 'resumption', that is, landholders were encouraged to buy an adjacent run to add to their own, then the government would resume half of the whole, subdivide the resumed half, and throw it open for selection. The squatter could select the best half, which made it unpopular to selectors, however the selectors could also come off best, if they were able to control a waterhole and claim all the stock that wandered in from the unfenced lands. These 'cockies', so named by the flocks of cockatoos at the waterholes, were not appreciated by the squatters (Gunn 1937:249). The policy did not always work. The southern half of *Cecil Plains* and the northern half of *Yandilla* were resumed in 1868 and thrown open for selection but James Taylor of *Cecil Plains* was able to buy large areas back. Some runs were simply divided into four, such as *Wyaga*, where smaller holdings would not have been viable.

The Crown Lands Act of 1884 aimed at an eventual resolution to the problem. It encouraged consolidation of runs, and then divided the whole into a resumed area and a leased area. The squatter lost ownership but could lease a portion and could often also gain depasturing rights on the resumed portion periods up to fourteen years. When the time was up, the resumed area was subdivided and made available for selection. The leased area also

was subdivided with the old landowner first able to choose a portion to keep (Robb 1996:98).

The 1890s saw some unusual land settlement experiments in the form of communal land ownership. Twelve communal land settlement schemes were established across Queensland with three of these, Mizpah, Monmouth and Mulga in the project area. Mizpah and Monmouth were close to Chinchilla and Mulga was near Brigalow. At the Mulga community, 30 families, brought in from Brisbane, attempted to set up a viable community. They built huts and a school but after 18 months only two families remained. Some remains of this settlement were still visible in 1978. (Black *et al.* 1978:13-15)

The 'successful' period of closer settlement began with the Closer Settlement Acts of 1906. As original leases came to an end, small selections were advertised widely for lease or freehold, and immigration was actively encouraged. These were either agricultural selections, or prickly pear selections, blocks sold cheaply in exchange for clearing them of prickly pear. The eventual size of selections varied across the project area. Most blocks were 640 acres but some were 1,280 acres or as little as 40 acres, depending on their location.

The timetable of resumptions and closer settlement also varied in the project area. For example St Ruth's was divided in 1870 with half to lessee (Aberdeen Company- North British Australasian Company) and half available for selection. By 1922 less than 2,000 acres of the original lot was with the lessee, and the rest had been subdivided into small lots (Lehner 2004:86). Dandine, part of St Ruth's but it own run by the 1860s, was split into 18 blocks for soldier settlers after WWII.

Another example is *Juendah*. In 1852 three adjoining properties, one the original run, became *Juendah*. In 1854 it doubled in size through the acquisition of *Walliba*. The whole was sold to the Moore's in 1884. In 1888 half was resumed, though grazing rights on the resumed area were retained, with a 21-year lease on the balance. The lease expired in 1909 and the land

was surrendered for closer settlement (Stiller *et al.* 2000:8-20). Some land had been earmarked for the town of Wandoan. Of the original *Juendah*, the homestead and 4,000 acres remained, continuing as a small cattle station. Collins worked as a ringbarker at *Juendah* part of this time (Collins 2000).

Captains Mountain, originally part of *Western Creek*, was opened to closer settlement in 1911, allowing small dairy farms, a piggery, a cheese factory, and a small community with a school to develop (Hutson 1994:86). A number of historic sites from this period can still be recognised in the landscape of Captain's Mountain, including the sites of the cheese factory and former school and a number of still existing farm buildings (dairy, piggery and sheds). In 1885 *Colamba* and *Dogwood* became *Cameby Downs* and the area north of the railway line became the leased section. In 1906 all of *Cameby Downs* was opened to closer settlement.

Closer settlement in the Millwood and Bringalily areas began fairly late, in 1932, after the prickly pear menace had finally been overcome. The site of the Former Domville Cheese Factory can still be located (Peter Antonio, Captains Mountain resident) and the Bringalily Hall, once part of a thriving small community still holds a commanding position in the landscape. Bringalily and Millwood were once part of *Canning Creek*.

The small size of closer settlement blocks was not always sufficient. Areas such as Columboola were not easily suited to small dairy holdings. Timber cutting was more viable but needed more land. In the Columboola area those selections close to the Condamine River survived closer settlement whereas those away from the river did not (Merlene Coates-Freeman, local historian, personal communication). Brigalow country from Miles through to *Juendah* and in some parts of *Cameby* were hard to clear until after the war so were more suited to large holdings until then. On the other hand areas such as Chinchilla thrived on closer settlement.

The overall effect of closer settlement was to intensify occupation of the landscape, leaving quite a different material imprint on the area. Suddenly

there were small farms, cheese factories, schools and community halls, cream depots and fuel depots. There were also oddities that typify the time, such as the whey tree of knowledge at Kooroongara and Trumpeters Corner near Warra, both places where men gathered and talked in the course of their day. Although many of the landholdings have been amalgamated and earlier small selections are over-grown by timber or extensively ploughed, and though much of the fabric has been re-located or re-used, there are still sites dating from this period to be seen.

Eradication of the prickly pear had opened up land previously untouched. Horse drawn reaping was slow. The crop was cut with a reaper and a binder. The load would be threshed and then transported in hessian bags to wheat dumps on the railway sidings. At the end of World War II extensive mechanisation enabled growers to produce larger quantities of grain. The wheat industry was often thrown into turmoil due to the varied Queensland seasons with prolonged dry or wet seasons. The industry barely met the requirement of the domestic quota (Philbey and Neville 2003:40). In 1962 the first wheat silos in Cecil Plains were constructed.

## **9. Migrant settlers**

Migrants have played a significant role in the history of this area, first supplying labour for the squatters and selectors and then as labour on the railways, in the timber mills and in the mines at Warra. Migrants were actively encouraged to take part in closer settlement schemes and formed the major portion of the population. Early squatters were also migrants, but a distinction between new Australians and new migrants soon developed, with new migrants brought in for hard or lonely work or when labour was difficult to find. Emmerson (1969) comments on this distinction when discussing the workforce for the railway, many being new from the British Isles:

...the colonials of the day – that is native white Queenslanders [born here] were not a type suited for the pick and shovelwork of railway contractors". [Emmerson 1969:11]



The earliest shepherds in the area were Scottish or Chinese and mostly lived in isolation, and were prey to Aboriginal attack. By 1863 there were three sheep stations around Chinchilla, all with Scottish shepherds (Emmerson 1969:8). At Wyaga, in the southern portion of the project area, many were Chinese:

Apparently when you wanted one or two Chinamen, you ordered them like other merchandise. The merchant attended to procuring them and signed the agreement as your agent. [Gunn 1937]

Conditions were poor, especially in scrub country where migrant workers were brought in to carry out ringbarking to clear land for sheep or cattle. At *Billa Billa* north of Goondiwindi, labour was cheap, with large numbers of ringbarkers employed, many of them Chinese (Stuart n.d. p13):

It was a dreadful job, swinging an axe from dawn to sunset in that reptile infested [country]". [Stuart n.d. p13]

At *Kindon*, a ganger and 30-40 Chinese men were employed as pear clearers (Vivers 2002:72.).

An immigration barracks operated in Dalby and squatters and selectors drew their labour from this pool. A similar depot opened in Chinchilla as a result of the extension of the railway (Matthews 2004:118).

The first recorded death at Warra was that of a Chinese man. Chinese graves in the Chinchilla to Kogan area are known to have included Chinese jars (Beryl Dwyer, Chinchilla resident, personal communication). The remains of a Chinese garden, Chinese well and stone sheepfolds are located on the edge of Warra. These sheepfolds are unusual as they are made of stone, which is scarce in the area (Lyn Frazer, personal communication). The garden had an extensive hedge of sisal cactus to keep out children, and much of this hedge still survives.

Warra was always known as a migrant town. A settler described the mix of workers in Warra in 1912 when he was working there:

*I arrived in Warra in February 1907, and was welcomed on arrival by a motley group; black, white and brindle". [Reminiscences of Paul Eckhoff, Ferguson 1960:61; Fitzgerald 1988:34]*

Chinese workers were employed at *Cecil Plains*. The current homestead kitchen was originally the Chinese workers' quarters (Glennis Philbey, personal communication). There were also Chinese people with extensive gardens on the banks of the Condamine River near the Jimba outstation Woolshed, and who supplied the settlement with vegetables.

Some migrants moved into the area looking for land to settle. This was the case with several German families who settled at Downfall Creek, near Guluguba. They travelled from the early German settlements in South Australia, looking for new opportunities. They were well settled in the Downfall Creek area before the branch line from Miles to *Juendah* railway came though. Their vegetable gardens supplied the railway workers. There are a number of historic sites related to the Downfall Creek community.

During the period of intensive closer settlement many migrants were involved. Closer investigation of structures and remains from this period would undoubtedly highlight this fact.

## **10. Towns – rise and fall**

The history of Queensland is one of boom and bust. The result of this is that there are places that today go without notice when in the past they were once thriving small communities, small towns with a much bigger past. Excellent examples within the project area are Columboola, Warra, Tipton, Turallin, Koorangarra, Bringalily, Lavelle, and Captains Mountain.

Columboola is a place with quite a history. It began in 1880 with the construction of the Great Western railway line. At first it consisted of two camps for two railway gangs, and a railway siding where bullock drivers could deliver timber for construction of the railway. There were enough children in

these camps to establish a school. By 1911, after the area had been opened up for closer settlement, Columboola had a railway station, school, hotel, general store and several settlers' huts. A cream shed and stationmaster's house were also built. The siding was used to load ammunition onto trucks during WWII and an American military camp was set up near the school. After WWII a timber mill and mill workers camp were also built.

In 1982 the mill was removed, the station building was sold to a local landholder and the station building also disappeared. Since then other buildings have been removed, including the Columboola Hall that has been re-located to the Miles Historical Museum (Robb 1996:14-17):

*Columboola is now a shadow of its former self, and has become a modern Queensland version of the 'Deserted Village'. [Robb 1996:17]*

Warra at its height had four hotels and was a thriving town, when now it could only be considered a village. Maps of 'Old Warra' (Carey 2000, Clarke n.d.) can be compared to the current town to see the changes that have occurred. Tipton has several houses but is easily missed. In its day it had a tennis club, a school, held dances, and was the social hub of the entire area (Mike Neville, Cecil Plains History Group)

Turallin and Koorangarra once lobbied for the railway to go through their own town. Both missed out in favour of Millmerran that was at that time little more than a preliminary survey (Macqueen personal communication). In contrast Turallin and Koorangarra were both small, established towns, but both declined without the railway. Turallin now has only a handful of homes, though the small historically surveyed town blocks, now enigmas in the middle of large farm blocks, are beginning to be taken up again. The site of the school is still identifiable and several slab picket fences are still in existence along Turallins' 'main road'. Further investigation would undoubtedly yield other sites such as the cemetery, shops, and church. Koorangara is now a true ghost town with a line of abandoned shopfront buildings, bank, cheese

factory, church and community hall forming a reminder of a once bustling township.

Bringalily was opened for closer settlement with prickly pear selection in 1932. All that remains is the Bringalily Hall. This was also the case with Lavelle, where all that remains is a bottle tree to mark the location of the school, community hall, and headquarters of the Voluntary Light Horse Brigade.

Captains Mountain is a small group of farmhouses in close proximity, and still retains a sense of community. However many of its buildings (the cheese factory, the school, the hall) from its heyday in the 1920s are no longer there. A number of ruins from this time, for example the dairy and a piggery, have been left within the landscape however, and provide Captain's Mountain with the patina of its history.

These are only a few examples. Because of closer settlement little communities were everywhere, and because of post-war amalgamation many have been obscured or declined.

One town in the project area that expanded was Chinchilla. Being on the Leichhardt expedition route sheep stations were soon established. Then, being on the intersection of two droving routes, one from Roma and one from the Burnett district, it began well. It was chosen as part of the railway route and was ideally placed to be a stopover place and depot. It also did well under closer settlement, despite being badly affected by prickly pear, and a cheese factory was built, allowing it to stay afloat during the war.

## **11. Depression and the two World Wars**

In the 1870s, the Franco-Prussian War had an indirect effect on the area in that it led to a rise in the price of wool and allowed an upsurge in the Australian sheep industry (Emmerson 1969:10). The Boer War (1899-1902) also had an effect, as the government leased a property at Warra near the railway so that brumbies could be rounded up, broken in, and transported by rail for use in the Boer War (Lyn Frazer, personal communication).

It was the two World Wars, however, that had the most profound effect on the landscape. Many young men signed up for WWI, causing labour shortages on the new farms. When the soldiers returned, they were met with the drudgery of helping to fight the prickly pear. Others returned to soldier settlement schemes such as at *Cecil Plains* (Neville 2006:1). WW1 interrupted the progress of rail to *Cecil Plains*. In 1919 the railway arrived and the land was divided up for the returned soldiers to start dairying. Cecil Plains homestead was used as a repatriation centre. With an influx of new brides in the area the government sponsored a bush nurse who firstly worked from the homestead but later was given headquarters in the new town (Neville 2000:3). The homestead is now a B&B and the bush nurse centre still operates. Sites of provisional schools in the soldier settlement area are still known.

Swaggies looking for work in the Great Depression (1930s) are remembered in the Chinchilla area. A camping reserve near Rocky Creek became the site of a shantytown for these 'gentlemen of the road'. Huts were built from kerosene tins and other materials from the dump and there could be up to 50 people residing at any one time, including families. Some cultivated vegetable gardens and others hawked brushes and other small items. (Black *et al.* 1978:43).

Just before WWII the old militia units from WWI were re-formed (Lehner 2004:287). The Downs had been an area for the 11th Light Horse Regiment so volunteers' brigades were set up. At Lavelle near Milmerran, the site of the former Light Horse volunteer headquarters is still known (Macqueen personal communication).

When WWII was declared, many rural people left to join up or to work in the city on war projects. Primary producers and farm workers were an exception, as they essential to the war effort, and stayed on their farms (Lehner 2004:287). Milk, butter and cheese were in demand by the military, and England agreed to pay a premium price for all of Australia's surplus wool (Lehner 2004:298).

One of the biggest effects of the war was that there was an influx of military personnel to Tipton, Warra, Columboola and a depot north of Miles, where military installations were constructed. In addition there was an influx of evacuees, mostly children or women and children from Brisbane whose husbands and fathers were away at war, freeing up homes in Brisbane to be used by the military (Lehner 2004:298). Merlene Coates-Freeman remembers a number of these children in the Miles area (personal communication). Aboriginal children from the north were also evacuated to the Millmerran area (Hutson 1994:4).

There was a real fear of the Japanese invading northern Australia, so central Queensland became part of the defence preparations for the 'Brisbane line'. This was the line across the map that would be heavily defended should the Japanese occupy the north. There are a number of historical sites that relate to these preparations. An aerodrome was built at Tipton and had bomber aircraft at the ready, an ammunition depot was established at Columboola, where ammunition was sent by rail and loaded onto trucks, and an RAAF ammunition depot was built north of Miles, consisting of heavily fortified cement bunkers. All of these sites are still in the landscape.

Sites of American soldiers camps are still known, at Warra, Tipton and Columboola, and a recreational area created for the American soldiers (Tipton Weir and Tipton Rocks) still exists at Tipton (Marg Neville, Glennis Philbey personal communication). The site of an Australian recuperation camp is known at Warra (Lyn Frazer personal communication). In 2009, WWII shells, buried by American soldiers, were uncovered accidentally at *Cameby Downs* during exploration for gas (*Chinchilla News* 12 November 2009).

Support for the war effort included women crocheting camouflage nets (a pattern for one is in the Cecil Plains History Group archives). CWA halls were used to gather up comfort parcels for the soldiers, akin to the Red Cross parcels that began in World War I (Marg Neville, personal communication).



Foreign Nationals (Italians and Albanese) were interned in four camps north and northwest of Chinchilla (ERM 2009:28). Another camp, for Italian internees was established near *Western Creek* (Hutson personal communication).

## **12. Post-war amalgamation**

WWII had left farmers with an improved financial situation, and also with the unexpected present of surplus machinery, used in the war effort. Suddenly it became possible to abandon ringbarking as a method of clearing and instead use converted war machinery. A blitz truck, adapted for snigging (pulling) timber, is still where it was abandoned between Miles and Guluguba. Reports of similar converted blitz trucks have been made for the Columboola district (M C-F).

On the down side, dairies declined and cheese factories closed. Small farms declined in favour of amalgamated properties that, with new machinery, could more easily be given over to beef cattle or sown to broad-scale wheat and other crops. Small farms became mere paddocks in these larger properties. Many amalgamated holdings still retain the houses and ruins of these individual farms. This is particularly in evidence in the country around Cecil Plains, Tipton and Millbank.

After WWII many small farmers left the land, congregating in large towns like Toowoomba, and large-scale grain growing spread. The vast flat ploughed expanses, for example along the Warrego Highway from Dalby toward Chinchilla, and east of *Cecil Plains*, has demolished much of the material remains of the earlier history of this area, but with help from knowledgeable locals, historically significant places and remains have been identified.

## **Acknowledgements**

The help of individual historians, local Historical Societies, and local residents, with long links to the history and sites in their local areas is acknowledged. There is an unofficial network of such people, with most knowing who are the best people to talk to in the next area along. Each of these people has given

much time and personal knowledge to assist in the understanding of the overall history and in the identification of historical sites in their local areas.

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## Appendix 4 – Site gazetteer

**Site no.** SGP-H1

**Site name** Lutheran Church, hall and cemetery, Downfall Creek.

**Location** 56J (GDA94) 215273, 7092909 location is outside front gate.

**Source** Information and directions to site by Merlene Coates-Freeman, Miles and District Local Historian.

**Site Description** St John's Lutheran Church, associated small cemetery, and adjacent community hall. German families from the Barossa in South Australia, came to Downfall Creek in the 1910s to take up closer settlement selections. There are descendants still in the area: the Stiller's, Hoffmann's, Bahnisch's and Hoffmann's. The church and hall are clad in tin sheets and are still the focal point of community events. There is a small cemetery behind the Church. Ardie Stiller's original pise house is still in the area (see separate site).

### Photos



*Church and cemetery*



*Adjacent hall*

**Suggested measures** Avoid entire site complex.

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	h) association with particular group	Group of people making a significant contribution to the local region	<b>Importance of group in Queensland history</b> - Associated with German immigrants moving to the district

**Site no.** SGP-H2  
**Site name** Stiller's original pisé house, Downfall Creek

**Location** 56J (GDA94) **214440 7091740.**

**Source** Information and directions to site by Merlene Coates-Freeman, Miles and District Local Historian.

**Site Description** Pisé (mud) hut, still in reasonable condition. Built c1910 by Friedrich Johann Stiller, one of the original settlers in the period of closer settlement. It was the home to Friderich and his wife Minnie (Wilhelmina) until their deaths at Downfall Creek in 1921 and 1931. Their son Ardie (Johann Adolph) stayed on in the house until his death in 1962 (#3000468 M C-F files). Stiller families still live in area. Stiller's were among the first of a number of German families to move into this area from the Barossa Valley in South Australia.

**Photos**



*Photo from the property gate. The pisé hut is the middle structure.*



*Close-up photo taken by Merlene Coates-Freeman.*

**Suggested measures** Avoid entire site complex.

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	b) uncommon aspect of Queensland history h) association with particular group	Way of life that was common Building technique that was once common	<b>Rarity</b> - quite rare <b>Intactness</b> - in fair condition <b>Uniqueness</b> - other examples <b>Association with particular group</b> - German migrants moving



			to the district
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**Site no.** SGP-H3

**Site name** Columboola Siding

**Location** 56J (GDA94) 234971 7047043

**Source** Noted during fieldwork. Information on adjacent sawmill, Gail Taylor, Chinchilla and District Historical Society and Museum Committee

**Site Description** One of a number of sidings along the Western Rail line. It is opposite the site of an old sawmill. New sleepers have been stockpiled along the railway line here. These sidings were important as places to collect sleepers and bridge timbers for the construction of the railway, then as places to collect cream and other produce for transport by rail.

**Photos**



Looking east



Looking southwest. Siding is north of the Warrego Hwy.

**Suggested measures** Avoid

**Site significance** Historic interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	d) demonstrating principal characteristics of a particular class of cultural places	Function that has been an important part of the pattern of Queensland history	<b>Intactness</b> - in good condition <b>Earliness</b> - no old structures present although could survive as archaeological features

			<b>Rarity</b> - very common
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**Site no.** SGP-H4

**Site name** Former Columboola School

**Location** 56J (GDA94) 235344 7047205

**Source** Ken Janke, Chinchilla resident. *Chinchilla News* 26 November 2009 page 8.

**Site Description** Site of the former Columboola School, now an operating part-time school called the Columboola Environmental School (information Ken Janke, Chinchilla). Prior to it being used as a school, it was the site of the WWII American Camp

**Photos** None, site not investigated

**Suggested measures** This area may have remnants of both the former Columboola School phase and the WWII American Camp phase. If work is proposed in this area, determine extent of all sites and avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	<b>Earliness</b> - mid-20th Century, with ongoing use <b>Rarity</b> - one of many school sites in region. One of several WWII army camps

**Site no.** SGP-H5

**Site name** Chinchilla Sawmill (1920s)

**Location** 56J (GDA94) 263320 7041141, sawmill west side of Edwards Street

**Source** Ian Borthwick, Chinchilla resident

**Site Description** Still-working sawmill. The sawmill operator owned land east to Dogwood Creek, subdivided for sawmill workers cottages.

**Photo**



**Suggested measures** Avoid

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	d) important in demonstrating principle characteristics of a particular class of cultural places	An industry that has made an important contribution to life in the region	<b>Earliness</b> - dates from the early 20th Century <b>Rarity</b> - relatively common in region

**Site no.** SGP-H6

**Site name** Former Boonarga School site

**Location** 56J (GDA94) 272130 7034710 The school site is a prominent 5 acre square of tall trees amongst cleared farmland.

**Source** Information and directions to site by Ken Jahnke, Chinchilla.

**Site Description** Site of former school now covered with trees but has not been built on so there is potential for archaeological remains. Easily visible remains are the gate surround, fence and a small building at the rear of the property, possibly an old shed. There is no historic sign but the patch of trees can be clearly seen from the Warrego Hwy.

#### Photos



*Looking southwest. Site of former Boonarga School, shows remains of gate surround and fence.*

**Suggested measures** Determine extent of site and avoid

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	b) endangered aspect of Queensland history	Way of life that was common - small, local schools necessary when pupils travelled to school by horse	<b>Rarity</b> - very common <b>Intactness</b> - archaeological traces may be present

**Site name** Archer's Crossing

**Location** 56J (GDA94) 269124 7033997 Crossing on Condamine River, 8k south of Chinchilla.

**Source** Information and directions to site by Ken Jahnke, Chinchilla. Matthews 2004:665.

**Site Description** Popular swimming hole used regularly until the 1960s when a swimming pool was built in Chinchilla.

**Photos**

**Suggested measures** Avoid

**Site significance** Historical interest

<b>Significance type</b>	<b>Criterion</b>	<b>Significance Indicators</b>	<b>Threshold Indicators</b>
Social	g) strong association with local community for social reasons	Important to the community as a popular recreation place	<b>Length of association</b> - pre WWII until 1960, and more recently <b>Degree of association</b> - often used in the past, although only the older community members retain this association



**Site no.** SGP-H9

**Site name** Historic Cemetery east of Brigalow

**Location** 56J (GDA94) 283484 7032960

**Source** Noted during fieldwork, signposted at Brigalow.

**Site Description** This isolated cemetery dating 1921-1950 has the graves of twelve adults and fifteen children, members of a small number of families. The headstones reflect the hardships of a small community where many children died at an early age. The children are grouped together within the cemetery.

Details of twelve of the fifteen children are recorded as:

- Victor Klieden, died 1919, age 1
- Lena Trese Klieden, died 1921, age 1
- David Schloss, died 1928, age 10 days
- Victor Schloss, died 1931, age 4 days
- Clara Schloss, died 1832, age 4
- Joan Schloss, died 1942, age 8 days
- Vera Schroder, died 1928, age 1
- Annie Schroder, died 1929, age 2
- Edwin Roy Schroder, died 1950, age 11
- Edwin Liesch, infant child, date not readable
- Emily Liesch, details not readable
- Colin Harold Shreck, died 1938, age 5

The sadness of this small community is expressed in the headstone of one of the children: 'God ... has taken back the child He gave us to a happier home than ours'

**Photo**



**Suggested measures** Avoid

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Social	b) strong association with community	Associated with events having a profound effect on the community	<b>Demonstrable community association</b> - burials of community members with relatives remaining in district



**Site no.** SGP-H10

**Site name** Rabbit Proof fence

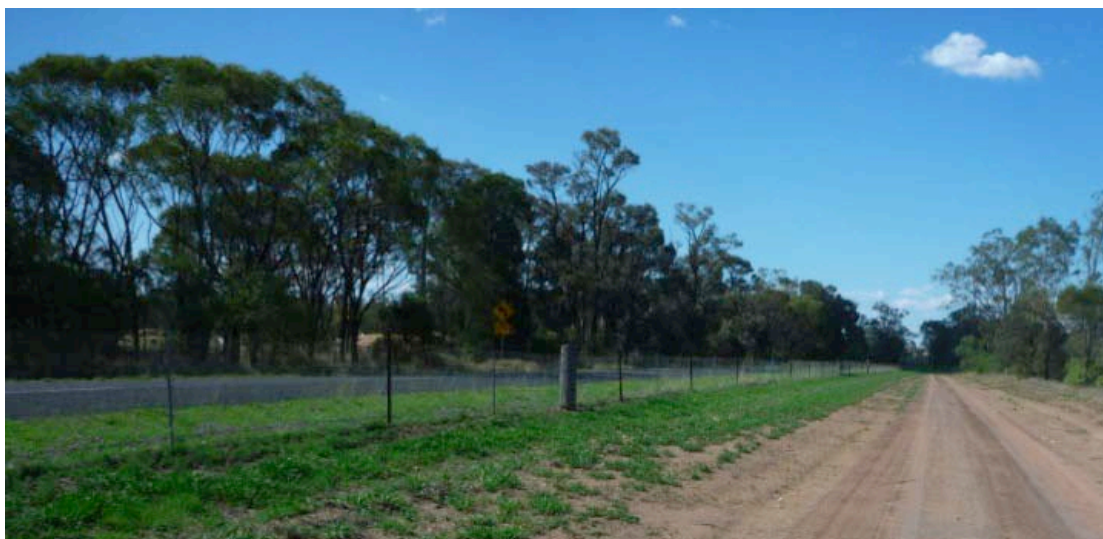
**Location** The rabbit proof fence traverses the project area at a number of locations. It runs south from the southwestern corner of the Barakula State Forest to the Warrego Highway which it follows eastward, passing around and to the south of Chinchilla. It follows the Warrego Highway to Brigalow, where it heads south past Kumbarilla, past Captains Mountain and the southeast to the New South Wales border.

**Source** Noted during fieldwork.

**Site Description** Chain wire fence with star droppers and timber posts.

Rabbits were introduced into Victoria in 1859 and spread rapidly. Rabbit proof fences were attempted from the 1880s. Many were adapted to become dingo proof.

**Photo**



*The gravel road alongside the fence is a Rabbit Board Access Road.*

**Suggested measures** Avoid.

**Site significance** Historical interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) demonstrating the pattern of Queensland history	Phase that had a significant impact on early Queensland rural life	<b>Regional importance</b> - Associated with rabbit control which was required in the face of rabbit plagues in the late 19th Century

**Site no.** SGP-H11

**Site name** Site of railway camp (near Ehlma)

**Location** 56J (GDA94) 288996 7022927

**Source** Information and directions to site by Lyn Taylor, Warra Progress and Heritage Society Inc.

**Site Description** This site is known by locals to have been the site of an original railway camp. There is now only a clump of *Agave* sp. cactus and some undulations on the ground surface. Old bottles collected from the site are now displayed in the Dalby Pioneer Museum. This location has some archaeological potential. Railway camps were a necessary part of the construction of the Western line.

**Photos**



**Suggested measures** Determine extent of site and avoid

**Site significance** Historical interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	c) contribute to an understanding of Queensland history	New knowledge about Queensland's history	<b>Earliness</b> - relatively late (late 19th Century) <b>Rarity</b> - relatively common <b>Extensiveness</b> - localised <b>Intactness</b> - thoroughly disturbed

**Site no.** SGP-H12

**Site name** Warra grain silos

**Location** 56J (GDA94) **292530 7019780.**

**Source** Noted during field investigation.

**Site Description** Three banks of silos located on the eastern side of Western Railway line and 1.8km west of Warra township.

**Photos**



**Suggested measures** Not threatened by SGP.

**Site significance** Historical interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	c) contribute to an understanding of Queensland history	Associated with grain harvesting, one of the important industries in the region (grain industry)	Local interest only

**Site no.** SGP-H13

**Site name** Remains of Chinese Garden, Stone Sheep Folds, Chinese Well

**Location** 56J (GDA94) 292944 7019707 approximate position.

**Source** Information and directions to site by Lyn Taylor, Warra Progress and Heritage Society, Inc. Hand-drawn historic map, Gary Carey, Dalby resident.

**Site Description** The remains of an Agave cactus fence, planted to exclude children, extends approximately 50m on the northern side of (and parallel to) Cooranga Creek. The cactus hedge can be seen to the west from the highway just northwest of the Warra bridge and to the north across the creek from the school at Warra. There are also the remains of a Chinese well and small sheep folds made of stone. These are to the north of the Agave plants. Lyn Frazer notes that there is little stone in the area and the construction of the sheep folds would have required considerable effort.

#### Photos



*Part of the Agave sp. hedge which formed the boundary of the Chinese Garden.*



*View across Cooranga Creek.*



Portion, hand-drawn historic map of Warra, Gary Carey. Chinese garden depicted northwest side of Creek, southwest of current Highway).

**Suggested measures** Determine extent of site and avoid

**Site significance** Historic interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	h) special association with a group of importance to Queensland history	Special association with a group making a notable contribution to the development of Queensland society	<b>Importance</b> - role of Chinese market gardeners <b>Earliness</b> - late 19th or early 20th century <b>Rarity</b> - very common



**Site no.** SGP-H14

**Site name** Aboriginal fringe camp 1, Warra

**Location** 56J (GDA94) 294175 7020291 (estimated location) The camp was north of and adjacent to Cooranga Creek to the west of the Warra-Jandowae Road.

**Sources** Ferguson H (1960) A History of Tara and District 1840-1960 page 61 quotes a reference to a fringe camp in Warra in 1907. Information and directions to site by Gary Carey of Dalby. He was consulted as he had drawn a map of 'Old Warra Town' containing the locations of two Aboriginal fringe camps, now hanging in the Memorial Hall, Warra. The map is a hand-drawn, highly detailed record based on Gary's investigation of his mother's earlier memories of the town and knowledge of locations told her as a child. Lyn and Neville Taylor, Warra Progress and Heritage Society knew of this map and had general information on the camps. Not checked in field.

**Site Description** The site is currently a bush block, adjacent to Cooranga Creek, on the northeast edge of town. A fringe camp at Warra is mentioned in Ferguson H (1960:61):

I arrived in Warra in February 1907 ... Warra at that time had a population that included about a hundred blacks. [they worked in the hotel laundry, as horsebreakers and wild cattle hunters] ...after the floods of 1908, the black's camp washed away, Bella drowned, and all the blacks removed to Berambah and Taroom. [reminiscences of Paul Eckhoff, who went to Warra as a prickly pear selector]

Lyn Taylor's information is that Aboriginal people walked along Cooranga Creek on their way to the Bunya mountains. This was also mentioned at Dalby Council where information was shared that an old man had called into Council and said that when he was a child he would watch the Aboriginal women coming from the Bunya mountains and going past the boundary of his family's property. His understanding was that the women came down from the cold of the mountains to give birth on the Downs.

Lyn Taylor talked of Aboriginal people at Warra always being peaceful. Her Great Grandmother had told her that many were employed by local people. She had said that when the Aboriginal people were rounded up and taken away the locals thought it was very unfair on the Aboriginal people.

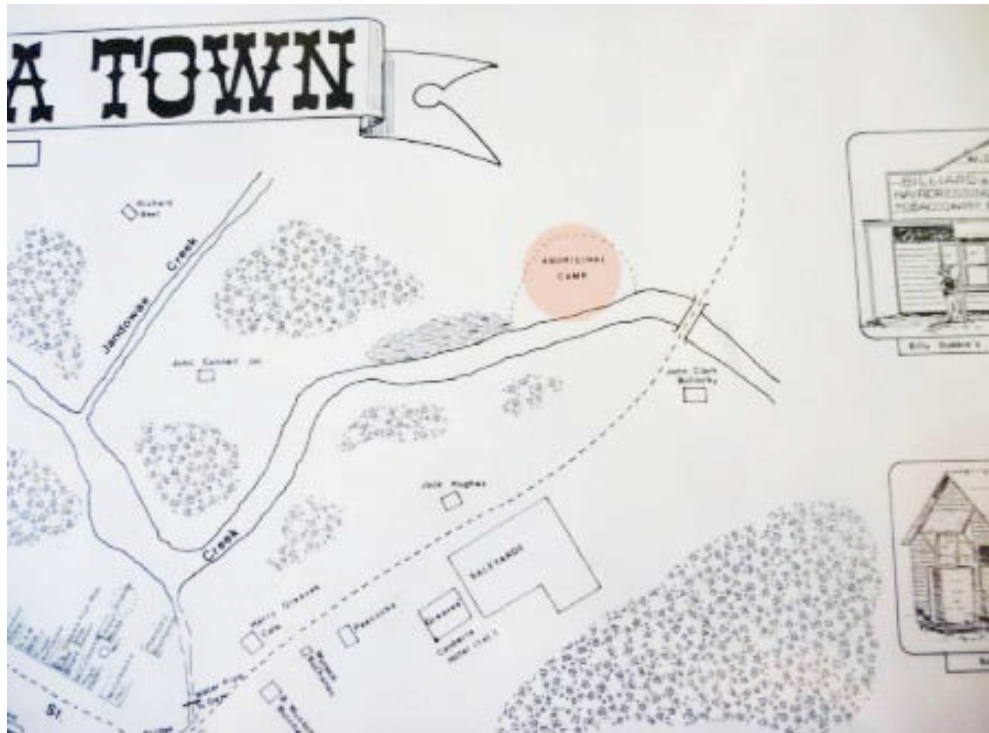
Gary Carey drew in the location based on his mothers insistence that this was where the camp was. She was born in 1912 so was a child just after most Aboriginal people had been moved on, nonetheless she knew where the camps had been. Gary mentioned an Aboriginal grave in the western section of the camp marked by a metal file wedged into a tree. Gary is not sure if this site can still be identified.

#### Photos



Looking northwest from Clark's Crossing toward the site of the former Aboriginal Fringe Camp 1, Warra.





Portion of map 'Old Warra Town' by Gary Carey

**Suggested measures** Determine full extent of site and avoid

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	h) special association with a group of importance to Queensland history	Special association with a group making a notable contribution to the development of Queensland society	<b>Importance</b> - Aboriginal fringe camp typical of that found on edges of towns through district <b>Earliness</b> - late 19th and early 20th century <b>Rarity</b> - common

**Site no.** SGP-H15

**Site name** Aboriginal fringe camp 2, Warra

**Location** 56J (GDA94) 292376 7019461 (estimate) This second camp was at the bend and on the southern side of Cooranga Creek to the west of the town.

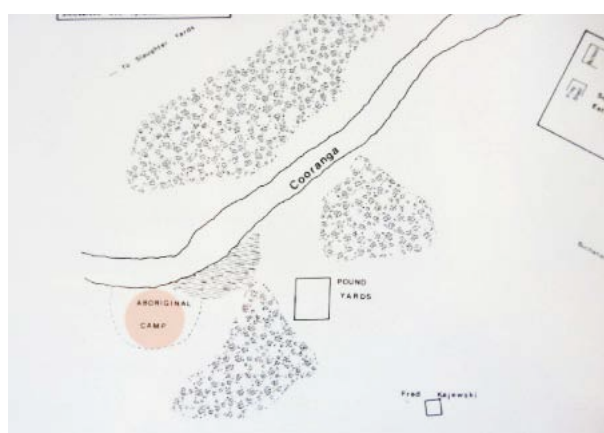
**Sources** Ferguson H (1960) A History of Tara and District 1840-1960 page 61 quotes a reference to an Aboriginal fringe camp in Warra in 1907. Information and directions to site by Gary Carey of Dalby. He was consulted as he had drawn a map of 'Old Warra Town' containing the locations of two Aboriginal fringe camps, now hanging in the Memorial Hall, Warra. The map is a hand-drawn, highly detailed record based on Gary's investigation of his mothers earlier memories of the town and knowledge of locations told her as a child. Lyn and Neville Taylor, Warra Progress and Heritage Society knew of this map and had general information on the camps. The location was not inspected in the field.

**Site Description** Currently vacant land southwest of the town. The site of the former fringe camp is on the southern bank of Cooranga Creek. Gary Carey drew the location on a hand-drawn map in 2000, based on his mothers information that this was where one of the two fringe camps were. She was born in 1912 so was a child just after most Aboriginal people had been moved on, nonetheless she knew where the camps had been.

#### Photos



*Looking north at site.*



*Southwest portion of map 'Old Warra Town' by Gary Carey*

**Suggested measures** Determine full extent of site and avoid

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	h) special association with a group of importance to Queensland history	Special association with a group making a notable contribution to the development of Queensland society	<b>Importance</b> - Aboriginal fringe camp typical of that found on edges of towns through district <b>Earliness</b> - late 19th and early 20th century <b>Rarity</b> - common

**Site no.** SGP-H16

**Site name** Ruin of Great Aunt Belle's house

**Location** 56J (GDA94) 295247 7020442 Estimated location.

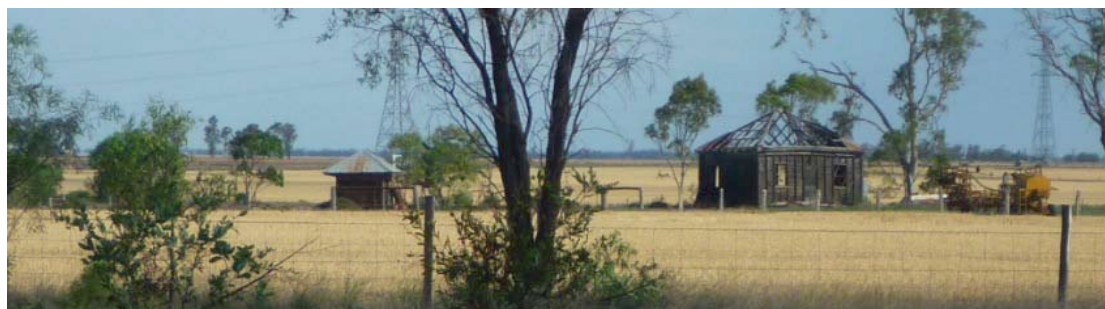
**Source** Information and directions to site by Lyn Taylor, Warra Progress and Heritage Society, Inc.

**Site Description** Ruins of house buildings, roofs missing.

The ruins are of a timber house and smaller structure. Lyn's father told her that his aunt, who was married in the 1890s and lived here, talked of having had slits in the walls to repel Aboriginal attacks. The house is not far from Cooranga Creek.

Lyn talked of Aboriginal people at Warra always being peaceful. Her great grandmother had said many were employed by local people. The defensive wall slits in Belle's house suggest a different view, which perhaps predated the era of cooperation. The railway workers married Aboriginal women and the families stayed in the area.

**Photos**



*Ruin as seen from the road*

**Suggested measures** Avoid

**Site significance** Historic interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	h) special association with an individual of importance to Queensland history	Special association with an individual making a notable contribution to the development of Queensland society	<b>Importance</b> - originally occupied by the relative of a local resident <b>Earliness</b> - late 19th century <b>Rarity</b> - common

**Site no.** SGP-H17  
**Site name** Warra Former two-up site  
**Location** 56J 293442 7020172

**Source** Gary Carey, Dalby resident, information and hand-drawn historic map of Warra.

**Site Description** Site of former two-up site used by miners at the time the coal mines were operating from 1914-1919. Gary Carey’s mother, born in 1912, remembers watching from her family’s verandah and seeing the miners playing the game. The miner’s lamps, attached to their heads, would all go up and down at once with each toss of the coins.

**Photos**



Portion 'Old Warra Town' Map, Gary Carey.

**Suggested measures** Determine location of site and avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	a) important in demonstrating the evolution of Queensland's history g) has a strong association with the Warra community	Associated with events in the town relating to the operation of the mine	Local value representing early activities occurring in the township, although no intact features remain

**Site no.** SGP-H18

**Site name** Warra Railway Camp

**Location** Lot 1 Warra, on NE edge of town. 56J (GDA94) 293407 7019879

**Source** Lyn Taylor, Warra Progress and Heritage Society

**Site Description** Site of former railway camp known from consultation, although not investigated during this study. Lyn Taylor's grandfather was a surveyor for the railway, then when the railways were being built he was in charge of men selecting timber for railway bridges. Camps such as this were established along the Western line for workers and their families. Lyn has found a jerry can and some old bottles on this site. It is likely that further archaeological traces remain.

**Photo** none

**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	Earliness - late 19th Century Rarity - one of many such rail camps along the Western Line Intactness - possible archaeological deposits survive although little is reported to remain on the surface



**Site name** Warra Heritage Park

**Location** Within Warra township on NE side of Warrego Highway 56J (GDA94) 293414  
7019708

**Source** Noted during fieldwork. Lyn Frazer, Warra Progress and Heritage Society

**Site Description** The Park was a Centenary of Federation Project. It contains historical buildings and features including the old Warra railway station building and old Haystack School transported to the site, an old baking oven, petrol pump and a memorial to the underground mine. An unusual feature about the railway station is that it had a wooden platform, whereas most were earthen platforms. Coal has been important to Warra and it thrived on the two coalmines. After the miner's strike and closure of the government mine, land was sub-divided at Ehlma to provide a living for the ex-miners. After the war more land was divided for soldier settlements.

#### Photos



*Memorial to coal at Pioneer Park.*

**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	a) important in demonstrating the evolution of Queensland's history g) has a strong association with the Warra community	Associated with events in the town relating to the operation of the mine	Local value representing early activities occurring in the township, although no intact features remain. Relocated buildings therefore lacking in intactness

**Site no.** SGP-H20

**Site name** Leichhardt's Campsite Memorial, Warra

**Location** 56J (GDA94) **293193, 7019670**

**Sources** Information and directions to site by Lyn Taylor, Warra Progress and Heritage Society, Inc.  
 Information at site and Rennick 2004:53-60

**Site Description** This is a memorial commemorating the approximate location of the campsite of Ludwig Leichhardt and his party on 4 October 1844. The memorial is near the school on the western side of Warra. The plaque lists the members of Leichhardt's exploration party and quotes his journal for the night. This was the approximate location of the third of Leichhardt's campsites after leaving Jimbour on his 1844-45 expedition to Port Essington. Squatters keen to find out what lay beyond the Darling Downs had financed his expedition. The explorers had followed Jandowae Creek along to Cooranga Creek and camped just west of Warra.

**Photos**



*Memorial to Leichhardt's Campsite 4 October 1844*

**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	h) association with a particular person of importance in Queensland's history	A person who made a valuable contribution to Queensland society	<b>Importance of person in Queensland history</b> - Leichhardt is a flawed hero in the Queensland exploration narrative. <b>Extent of association</b> - directly associated with Leichhardt's expedition (although without physical evidence to demonstrate that association) <b>Earliness</b> - dating from the earliest period of exploration.

**Site no.** SGP-H21  
**Site name** Warra Private coalmine  
**Location** 56J (GDA94) 292530 7019780

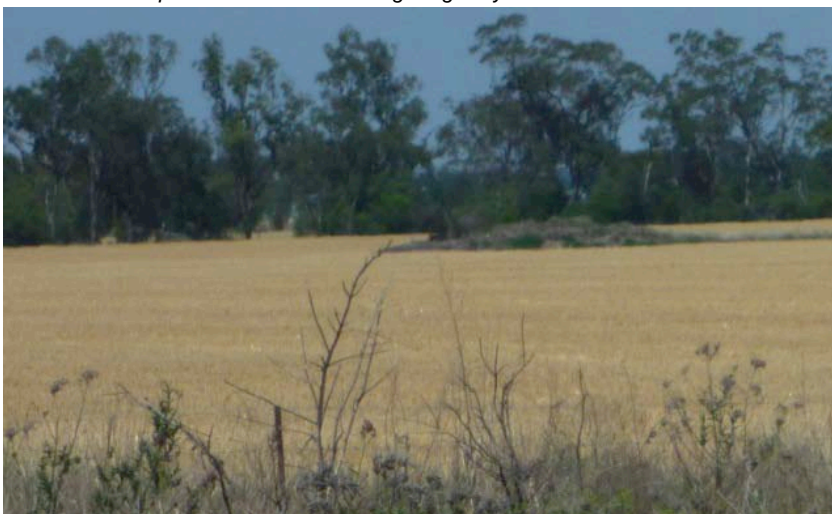
**Source** Information and directions to site by Lyn Taylor, Warra Progress and Heritage Society. Gary Carey, Dalby resident, hand-drawn historic map.

**Site Description** Mullock heaps remaining from Warra Private Mine, called the Smokeless Coal Syndicate Mine that opened in 1915. The mullock heaps can be seen from the Warrego Highway on the opposite side of the road from the Government Mine. Its operations were contemporary with the Government Mine. A hand-drawn historic map depicts miner's houses nearby. Although the ground surface at the site was not investigated, as it is located in a cropped paddock, there may be surviving relics.

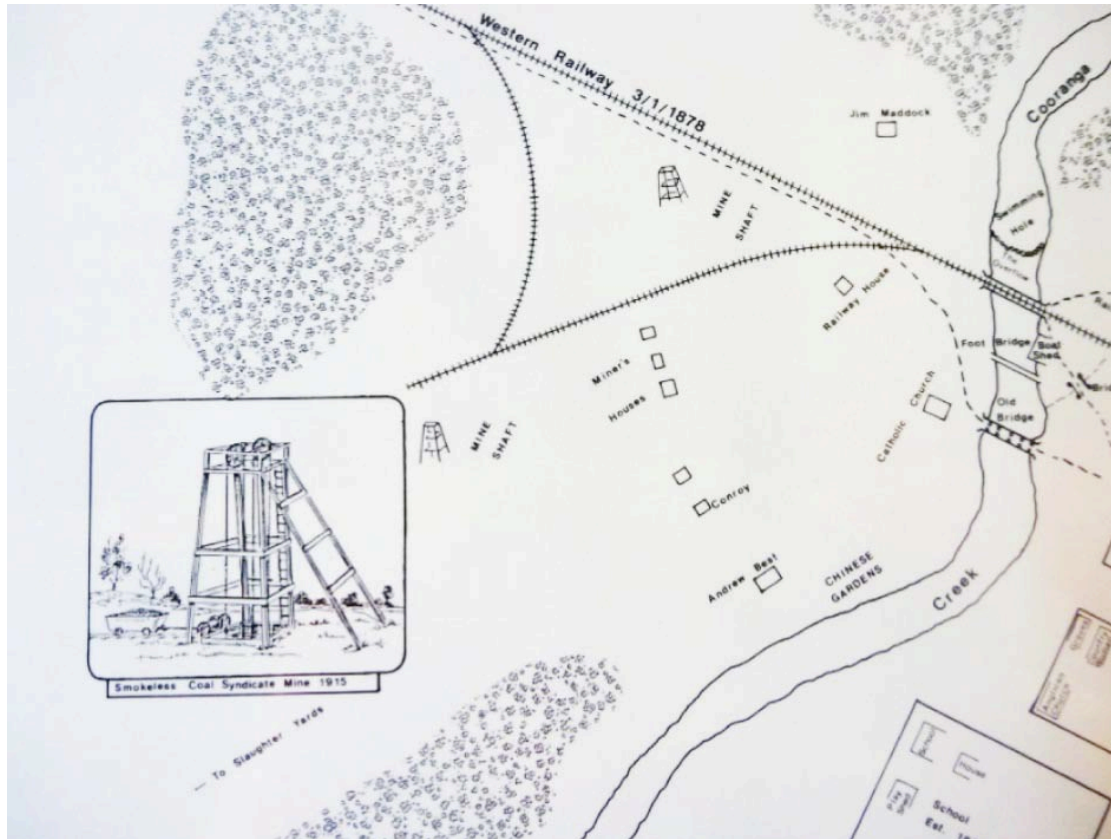
#### Photos



*Two mullock heaps visible south of Warrego Highway*



*Photo from Warrego Highway*



Hand-drawn map, Gary Carey. Depicts both Government and Private Coalmines on left side of map. Current Warrego Hwy is parallel to railway extending along Thorn Street. The map also shows positions of miners' houses.

**Suggested measures** Determine extent of mine site remains, and if possible the position of sites of miners houses and avoid all.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	a) important in demonstrating the evolution of Queensland's history g) has a strong association with the Warra community	Associated with events in the town relating to the operation of the mine	Local value representing early activities occurring in the township, although no intact features remain



**Site no.** SGP-H22  
**Site name** Warra Government coalmine 1914-1919  
**Location** 56J (GDA94) 292960 7020102

**Source** Noted during fieldwork. Additional information from Lyn Taylor, Warra Progress and Heritage Society, Inc. and Gary Carey, resident of Dalby.

**Site Description** The site contains the remains of the Government Coalmine on Cooranga Creek, commencing operations in 1914. The mine is located northwest of the town of Warra. It also includes a recent memorial to the mine and miners.

The mine closed in 1919 when the miners went on strike. Water in the mine had swelled the soil and the mine became unsafe. The strikers held a spirited meeting at one of the hotels in Warra to complain about the lack of safety and consequently the mine closed. A scuffle at this meeting caused the death of one of the protesting miners. After the mine closed, Ehlma was opened up for selection to provide for the miners, and Lyn Taylor's grandfather, father and his two brothers, who had all worked on the railway, also acquired selections.

After the mine closed many buildings in town mysteriously burnt down. Gary Carey's mother would sit on her verandah as a seven year old child wondering where the next fire would be lit.

Russell Darcy, Mineral House, wrote a thesis on the Warra Coalmine. He helped set up an exhibition on coal in the Warra Memorial Hall, using historical photographs held by the Heritage Society, and unveiled the plaque.

There is a second mine, that was a private rather than a government mine, on the southern side of the Warrego Highway.

#### Photos



*Remains of Warra Government Mine and Memorial*



*Remains of the mine. The mine is currently a pile of rubble. When Lyn was a child they would enjoy themselves throwing stones down the shaft, causing the Council to decide to blow it up to prevent children falling down. The coal trolley used in the installation is from Ipswich and there was a big reunion with the mining families on the occasion of the unveiling.*

**Suggested measures** Determine extent of site and avoid. There is also a weir that is part of this site.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	a) important in demonstrating the evolution of Queensland's history g) has a strong association with the Warra community	Associated with events in the town relating to the operation and then closure of the mine	Local value representing early activities occurring in the township, although no intact features remain



**Site no.** SGP-H23

**Site name** Warra Memorial Hall

**Location** 56J (GDA94) 293362 7019686 In the township of Warra.

**Sources** Noted during fieldwork. Additional information from Lyn Taylor, Warra Progress and Heritage Society Inc. Publication, *50 Golden Years of Memories, Warra Memorial Hall 1956-2006*

**Site Description** The hall was built between 1946 and 1956 using much volunteer labour. A room in the hall is set aside in memory of the fallen in the two World Wars. The hall has been a major hub for dances, auctions, weddings, balls, meetings, concerts and travelling shows and is currently used for historical displays, utilising a collection of historical photographs held by the Warra Progress and Heritage Society. Warra township has a number of original buildings including the building used as the original Warra Post Office near the railway crossing, and the Church which is the oldest original building in the town (Lyn Taylor).

**Photo**



**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Social	g) has a strong association with the Warra community	An important gathering place	<b>Degree of community association</b> - Emblematic of local community association with the township and its residents

**Site no.** SGP-H24

**Site name** Warra Subway

**Location** 56J (GDA94) 293514 7019786 within the town of Warra.

**Source** Noted during fieldwork, also information from Lyn Taylor, Warra Progress and Heritage Society Inc.

**Site Description** Subway under the railway, constructed 1911-12. The first railway passenger accident in Queensland was not until 1911 when a fatality occurred 11 miles north of Warra. The subway, one of two built in Queensland for the safety of passengers, was installed as a consequence of this event. Other towns typically had overhead bridges.

#### Photos



**Management** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) demonstrating the evolution of Queensland's history	Result of an event that contributed to the development of Warra	Local importance only

**Site no.** SGP-H25

**Site name** Memorial to Former Catholic Church, Warra

**Location** 56J (GDA94) 293151 7019925

**Source** Lyn Taylor, Warra Progress and Heritage Society Inc. Gary Carey, Dalby resident.

**Site Description** Memorial at site. The inscription reads:

St Francis Xavier Catholic Church  
 was built on this site and dedicated by Archbishop James Dahig on 30th March 1913.  
 That the building was opened free of debt was a major achievement.  
 Many happy occasions were celebrated here as the church was the gathering place  
 for the social and spiritual events of the Catholic community.  
 The beloved little church was destroyed when a violent storm struck Warra township  
 on 15th December 1980.

A Catholic Ladies club was formed in 1967 and continues today offering the inspiration for the creation  
 of this monument completed March 2006.

**Photos**



*Monument to the former Church.*

**Suggested measures** Avoid

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Social	b) strong association with community	Associated with events having a profound effect on the community	<b>Demonstrable community association</b> - connection with the Catholic community in Warra

**Site no.** SGP-H26

**Site name** Jimba Outstation site complex (woolshed, washpool, Cobb and Co. bridge and cemetery)

**Location** 56J (GDA94) 307188 7009338. On Darrington, west of the township of Macalister and between the Condamine River and the Warrego Highway.

**Source** Information and directions to site by Lyn Taylor, Warra Progress and Heritage Society

**Site Description** A complex of historic buildings and features including a woolshed, washpool, cemetery, bridge on the Cobb and Co. route, historic dump, and site of an old hotel near the woolshed, dating from the period c1843 when this was part of the huge Jimba (*Jimbour*) Station. Also located here is a later homestead (1911) with associated structures and dumps, dating from the period following the subdivision of *Jimbour* as part of the closer settlement scheme (occurred in 1908). Some of the structures near the house were originally part of the much older woolshed complex.

The 75-stand woolshed was built in 1843. A wing of the woolshed has been removed but it is otherwise intact. The Jimbour head station is located 19km from the shearing shed to the east of the project area. The section of Jimbour that contains this woolshed was later sold and is now *Darrington*. An elaborate washpool system with shed, spouts and steam engine was established in the lagoon.

Travellers rested in the area in a slab hostelry known as 'The Inn'. The hotelier was the first to be buried in the outstation cemetery (in 1862).

The hotel continued to flourish until 1880 when the railway was built through to Chinchilla and the stage coach declined. A Cobb and Co. Station had been built in 1867 with a weekly service, as part of the Dalby to Roma route. A large section of Cobb and Co. era bridge survives between the washpool and the woolshed, spanning a lagoon gully. According to the *Early History of Jimbour Station and Macalister* the hotel may have burnt down in a shearers' brawl. Ludwig Leichhardt camped beside the woolshed on his 1844 expedition to Port Essington. A small settlement of shearer's huts was located close to the shed and Chinese people tended vegetable gardens by the river, near the woolshed. Some of the buildings associated with the woolshed were later relocated to near the house.

There is also a cemetery on this property with more than 30 graves that relates to Macalister when it was a much larger town. It is located on part of a raised knoll.

#### Photos

**Management** Further site recording to define site complex boundaries and complete avoidance necessary.

**Site significance** State Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical (wool washpool, Cobb and Co bridge)	b) rare aspect of Queensland's cultural heritage c) contribute to an understanding of Queensland history h) special association with a person who made a notable contribution to Queensland exploration	Now uncommon land use and activities. Potential to yield information on life at an outstation of one of the earliest stations in Queensland. Connected with Ludwig Leichhardt and other early explorers who used Jimba as the departure point for inland exploration	<b>Earliness</b> - earliest settlement in western portion of Darling Downs <b>Rarity</b> - few remaining site complexes associated with this early settlement period <b>Early association with exploration</b> - connected with early exploration and particularly with Leichhardt's expedition

**Site no.** SGP-H27

**Site name** Rangers Bridge Former School Site

**Location** 56J (GDA94) 309134 6999193, 2 locations Portions 430 and 1459, Parish Myall, County Aubigny

**Source** Fieldwork, Towns, J. undated 'Past Schools of the Wambo Shire'

**Site Description** Former site of school, now in a paddock, ground surface not investigated. First school on Por 430 opened with 17 children in 1885. Galvanised iron building with dirt floor. In 1890 the local publican supplied a sawn wood building with galv roof on Por 1459. School closed 1894. Historic site sign is the second school site.

**Photos**



**Suggested measures** Determine extent of site and avoid

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	b) endangered aspect of Queensland history	Way of life that was common - small, local schools necessary when pupils travelled to school by horse (or on foot during wet weather)	<b>Rarity</b> - very common <b>Intactness</b> - archaeological traces may be present



**Site no.** SGP-H28

**Site name** St Ruth's Hall

**Location** 56J (GDA94) 328723 6969661

**Sources** Noted during fieldwork. Dawn McCotter, Dalby Family History Society.

**Site Description** Existing hall built in the 1950s. Information from Dawn McCotter suggests that behind the hall is the site of a former hotel. No further information has yet been obtained about this suspected site.

**Photo**



**Suggested measures** Avoid. The history of this area not yet investigated. Other sites for example the site of the former hotel in this area need further investigation.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	<b>Earliness</b> - mid-20th Century, with ongoing use <b>Rarity</b> - one of many local halls in the district. One of a number of hotel sites.



**Site name** Site of Former Tipton School, 1929-1948

**Location** 56J (GDA94) 327743 6964554 on the western side of the Cecil Plains – Dalby Road.

**Sources** Directions and information, Marg and Michael Neville, Cecil Plains History Group. Cecil Plains History Group Archives, Cecil Plains Centenary Committee (1998a).

**Site Description** Former site of Tipton school. The site is landmarked by three pepper trees and an historic schools sign. Tipton was once a thriving community with a school, tennis club and lively social life. There were two provisional schools in other parts of Tipton prior to this school.

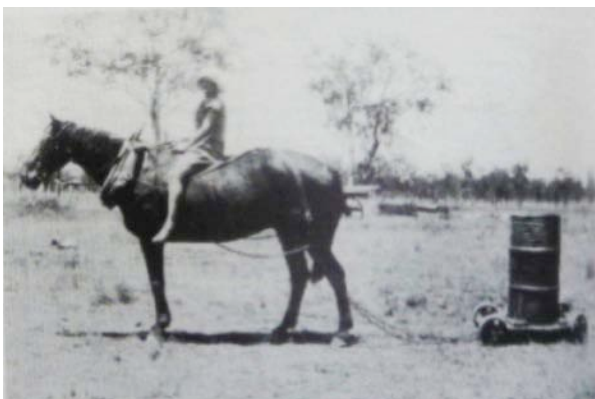
#### Photos



*Looking southwest, site of former Tipton State School.*



*Source: Cecil Plains History Group Archives*



*The first teacher at Tipton School was Elsie Large. Source: Cecil Plains History Group Archives*



Tipton State School c1930s

**Suggested measures** Determine extent of site and avoid.

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	b) endangered aspect of Queensland history	Way of life that was common - small, local schools necessary when pupils travelled to school by horse (or on foot during wet weather)	<b>Rarity</b> - very common <b>Intactness</b> - archaeological traces may be present

**Site no.** SGP-H30

**Site name** Tipton Bridge

**Location** 56J (GDA94) 326605 6963534

**Source** Marg Neville, Mick Neville, Glennis Philbey, Cecil Plains History Group. Cecil Plains History Group Archives

**Site Description** The bridge over the Condamine at Tipton. The current bridge is the third bridge. The first bridge was built in the early 1900s, the second in 1932. Tipton is remembered as a vibrant little community. The bridge was critical in opening up the area and improving travel and communication. The Nevilles took up the selection 'Ashgrove' at Tipton in 1876 in the first phase of land resumption. With the influx of soldiers during WWII and further soldier and civilian settlement selections after the war the area thrived.

#### Photos



Source: Cecil Plains History Group Archives

**Suggested measures** Avoid

**Site significance** Heritage Interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	c) potential to yield information that will contribute to an understanding of Queensland history	Potential to contribute knowledge that will lead to a greater understanding of particular aspects of Queensland's history	<b>Earliness</b> - bridge remnants from the early 20th Century <b>Rarity</b> - common <b>Intactness</b> - traces of earlier bridges may be present

**Site no.** SGP-H31

**Site name** Tipton RAAF WWII Aerodrome

**Location** 56J (GDA94) 322968 6960955. On western side of Dalby - Cecil Plains Road, south of Tipton.

**Sources** Marg Neville, Mick Neville, Glennis Philbey, Cecil Plains History Group. Cecil Plains History Group Archives

**Site Description** The aerodrome was an RAAF heavy bomber airfield, part of the 'Brisbane line'. It was built in 1942, with facilities for 450 US airmen, and in 1944 No. 12 squadron with B24 bombers arrived. This squadron moved to Darwin the following year and was replaced by No 102 squadron. The war ended before the bombers were needed but nine of the planes were used in a victory parade flyover in 1945. The facility took up 1462 acres and included two runways, aircraft hangers to hide the bombers and 6 underground fuel tanks. The nearby weir across the Condamine was built as a water supply and recreational pool for airmen. The aerodrome brought many changes. Dances were held and with an influx of activity into the area came sealed roads. Prior to this roads were mud and extremely difficult to navigate. Mick Neville remembers the excitement of the RAAF trucks going past when he was a child at the Tipton school

**Photos**



A B24 Liberator of the 102 Squadron on the edge of the airstrip in 1945. This photo shows work being carried out on the engines. *Cecil Plains History Group Archives*



**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Scientific	c) a place with potential to yield information that will contribute to an understanding of Queensland history	Potential to contribute knowledge about a particular aspect of Queensland's history	<b>Earliness</b> - mid-20th Century <b>Rarity</b> - one of a small number of WWII RAAF base. <b>Intactness</b> - Little survives of original facilities

**Site no.** SGP-H32

**Site name** The Rocks, Tipton

**Location** 56J (GDA94) 324352 6959975

**Sources** Marg Neville, Glennis Philbey, Cecil Plains History Group. Cecil Plains History Group Archives

**Site Description** A local picnic spot dating from WWII when the rffffffffffffff built a weir across the Condamine River to create a swimming pool for US airmen connected with the Tipton RAAF aerodrome. Known locally as 'The Rocks' the site is a waterfall resulting from the weir.

**Photos**



Source: Cecil Plains History Group Archive.  
 Marg Neville suggests this is an exaggerated photo taken looking up and that in reality it does not look this big. Photo looking west.



Photo looking east across the top of the small waterfall. The rocks are on the E edge of the Condamine.

**Suggested measures** Avoid area. Note: This site will be destroyed if there are changes to the weir or water flow.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Social	g) a place with a strong association with a particular community for social reasons	Important to the community as a gathering place	<b>Length of association</b> - since mid-20th Century <b>Degree of association</b> - used as swimming hole, and was of importance to those airmen stationed at the nearby RAAF base.





**Site no.** SGP-H33

**Site name** Cecil Plains Homestead

**Location** 56J (GDA94) 322472 6953152 at the house. The whole complex of surviving buildings however immediately surrounding the house covers approximately 400m x 400m. The area covered by the Tracey map which includes the surviving homestead buildings, historical cemetery, sites of buildings no longer there, the old bridge remains and the initialled tree, covers approximately 800m east-west x 600m north-south. This could be considered the full extent of the site precinct.

**Sources** Glennis Philbey and Marg Neville, Cecil Plains History Group. Cecil Plains '88 Committee (1988), Philbey (2006), Tracey 'Plan of Cecil Plains Station' in Cecil Plains '88 Committee (1988:36)

**Site Description** This historic place comprises the Cecil Plains Homestead, its associated buildings and yards and potential archaeological features, including the site of Henry Stuart Russell's original slab hut (see separate site record). The wider site precinct includes the station cemetery, remains of the old bridge crossing the Condamine River, the site of the Cecil Plains Provisional School and the initialled claim tree.

Surviving homestead buildings include the main house built by James Taylor in the 1850s, coach house, stables built by Henry Stuart Russell in 1842, cream shed, yards, milk shed, bachelor quarters, Chinese worker quarters (now the kitchen). There are several plaques marking the site of previous features or buildings, the most significant of which is the site of Henry Stuart Russell's original slab hut, and microtopographic features revealing a number of other buildings. These include the site of the housekeeper's cottage and jackaroo's quarters.

Henry Stuart Russell, explorer and squatter and his brother Sydenham, claimed *Cecil Plains* in 1841. In a letter to his mother Sydenham described the land as '... a good spot on the western bank [of the Condamine] for a homestead'. In this 'spot' Henry built a slab house with a verandah. The hut was visited by Ludwig Leichhardt a number of times and conversations between Russell and Leichhardt have been recorded in Russell's *Genesis of Queensland*.

In 1848 James Taylor arrived intending to travel with his flock of sheep to *Juandah Station* (near Wandoan). He left the sheep to depasture on Cecil Plains and by the time he returned Henry was intending to return to England. He went into partnership with James Taylor in 1849 and returned to England while Taylor remained at *Cecil Plains*. Henry returned to Australia in 1859 but sold his share to James. It was James who built the current homestead, situated less than 100m from the original slab hut. James had a manager run the station but he visited often and his son James Taylor Jnr later developed the station. In the 1860s, the government resumed a portion of the 200,000 acres of *Cecil Plains* but by the turn of the century it was still a major enterprise comprising 130,000 acres, 100,000 sheep, cattle and horses. In 1916 the remaining property was Cecil Plains was resumed. The government held the property with a manager, then in 1919, with the coming of the railway, subdivided the property, mainly into Soldier Settlement blocks. The homestead and 14 acres was retained and used as a Soldier Repatriation Centre.

In 1926 the owner of an adjoining block bought the homestead acreage and homestead. It is currently owned by the Philbey's who run a B&B in the homestead and a museum in the stables and yards.

## Photos



*Some of the homestead buildings. Main homestead built by James Taylor on the left, now used as private house and B&B. Stables built by Henry Stuart Russell on the right, now houses a private museum open to the public. The dark slab hut in the centre is an early hut from Dunmore Station and, though now part of the complex, is not original to the Station.*



*Yards, partly original, and sheds.*



*A photo showing the housekeepers cottage in the 1860s-1870s. The housekeeper cooked meals for the Jackaroos and cleaned their quarters and the homestead.*



*The site of this former housekeeper's cottage (Location details provided by Glennis Philbey).*

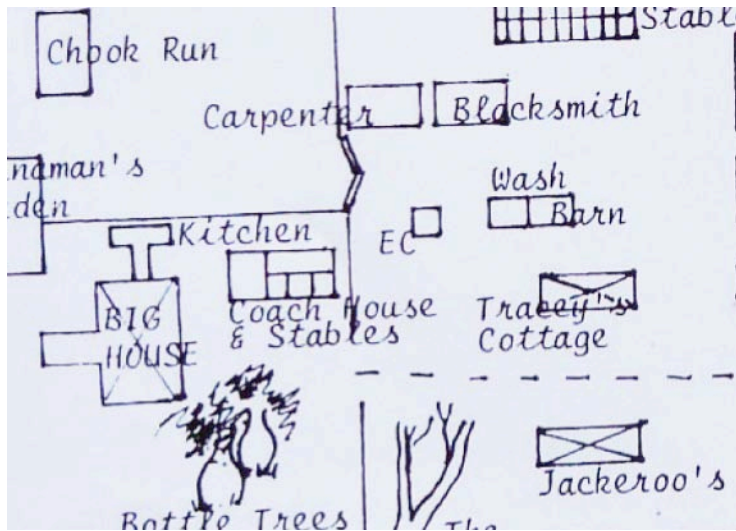


*Henry Stuart Russell founded Cecil Plains Station in November 1841. The stables were built c1842. Constructed with adzed timber, hand drawn nails, split timber roof shingles.*

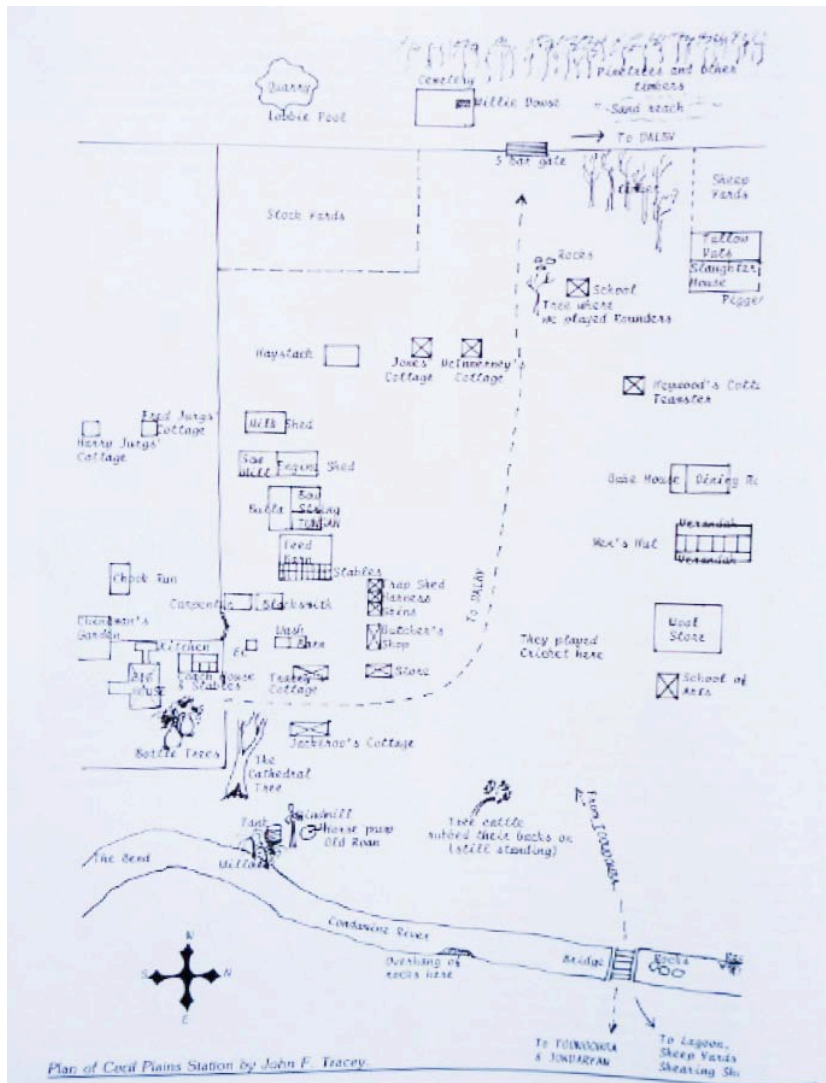


*The depression to the left of the tree is the site of Henry Stuart Russell's original slab hut. Homestead in background.*





Portion, John Tracey's 'Plan of Cecil Plains Station. As a child, John Tracey, born 1908, lived in the original slab hut (called here 'Tracey's Cottage').



John Tracey's 'Plan of Cecil Plains Station. The current highway crosses at the same bridge site but otherwise its route bears no relation to the tracks in this diagram.

**Suggested measures** Determine extent of homestead site and larger extent of historical remains of the Station and avoid. Site management decisions to be made in consultation with the Queensland Heritage Office and Cecil Plains History Committee.

**Site significance** State heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) important in demonstrating the evolution of Queensland's history	Site associated with phase of settlement that has made an influential contribution to the pattern of development of Queensland history	<b>Regional importance</b> - significant early homestead (1840s- 1850s) around which the settlement at Cecil Plains developed <b>Earliness</b> - dates from the earliest period of settlement on the western Darling Downs (1840s) <b>Rarity</b> - Early buildings and archaeological deposits rare throughout this region
Scientific	c) potential to yield information that will contribute to an understanding of Queensland's history	Potential to contribute new knowledge about Queensland's history	Earliness - early pastoral station with some structures and archaeological traces dating from the 1840s. Surviving homestead dating from the 1850s.

**Site no.** SGP-H33/1

**Site name** Initialled Tree, Henry Stuart Russell

**Location** 56J (GDA94) 322635 6953113. The tree is 170m east (103 degrees) of the Cecil Plains Homestead on the other (eastern) side of the Condamine River

It is one of two initialled trees marking Cecil Plains Station, the other is at Lot 27 Parish Cecil Plains, County Aubigny.

**Sources** Directions to site and information, Glennis Philbey, Cecil Plains History Group, current owner of Cecil Plains Homestead. Cecil Plains '88 Committee 1988 *Cecil Plains, Station, Selection and Settlement*. Glennis Philbey (2006)

**Site Description** One of two initialled trees marking *Cecil Plains* Station.

The tree is an enormous live box tree on the eastern bank of the Condamine River, directly opposite Cecil Plains Homestead. It has two small scars, both facing away from the homestead,. According to Glennis Philbey of Cecil Plains Station, only a few years ago in the left hand scar the initials HSR, for Henry Stuart Russell, could clearly be seen. Campers lighting a campfire against the tree have burnt this section of the trunk and although the scars are visible the initials can no longer be seen. The adjacent scar may have contained the initials of Henry's brother Sydenham. In 1841 Sydenham wrote to his mother Cecil Russell:

*... a small gully across which we could jump, this gradually widened, till it broke into a deep rocky river bed, on both banks of which was a fine, open, grazing country. Here we took up thirty miles on either side, marking two trees with our initials, as having taken possession by right of discovery. ... We have called our new station after you, Cecil Plains.*  
(quoted in Philbey 2006:27)

In November 1841 Henry Stuart Russell formally claimed Cecil Plains.

#### Photos



*The initials HSR could be seen in the left hand scar several years ago. Tree since damaged by a campfire (Glennis Philbey).*





*Initialled claim tree, 1841, Henry Russell Stuart, with Cecil Plains Homestead visible across the river.*

**Suggested measures** Highly significant site. Avoid. Although the site, as part of the remains of *Cecil Plains Station*, is not listed on the Queensland Heritage Register it could qualify for inclusion.

**Site significance** State heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	<p>a) important in demonstrating the evolution of Queensland's history</p> <p>h) association with the life of a person important in Queensland history</p>	<p>Site associated with phase of settlement that has made an influential contribution to the pattern of development of Queensland history.</p> <p>Association with a person who made a notable contribution to the development of Queensland</p>	<p><b>Regional importance</b> - significant early claim (1840s) around which the settlement at Cecil Plains developed</p> <p><b>Earliness</b> - dates from the earliest period of settlement on the western Darling Downs (1840s)</p> <p><b>Importance of person</b> - explorer, grazier, historian, Member of NSW Upper House (at a time when Qld was part of NSW), agitated for the Moreton Bay district to be separated from NSW.</p>

**Site no.** SGP-H33/2

**Site name** Site of the Original Henry Stuart Russell Slab Hut

**Location** 56J (GDA94) 322524 6953229 This site is in the Cecil Plains Homestead precinct, approx 80-90m north east of the homestead. The presumed site at NNE (Glennis Philbey) is marked by a plaque.

**Sources** Glennis Philbey, Cecil Plains History Group. Philbey (2006) *Unmarked Lands, The exploration of unmarked lands of Australia 1830-1850 by Henry Stuart Russell, Ludwig Leichhardt, Sir Thomas Mitchell'*

Cecil Plains '88 Committee (1988 a and b)

John Tracey 'Boyhood Memories' in *Cecil Plains, Station, Selection and Settlement* pp 35-38.

John Tracey 'Plan of Cecil Plains Station' in *Cecil Plains, Station, Selection and Settlement* p36.

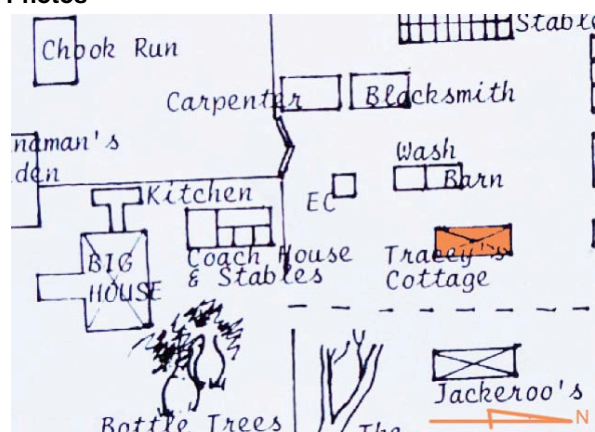
**Site Description** The site is in the vicinity of a depression in the ground roughly 80-100m from the existing homestead. It potentially contains sub-surface deposits. The hut was the original slab hut built by Henry Stuart Russell, Explorer and Squatter, c1842. Russell had explored the area around Kingaroy, discovering an inland section of the Boyne River (that eventually empties into Port Curtis), then in looking for land to settle, had, in 1841, come across and claimed *Cecil Plains*.

John Tracey who later lived with his parents and siblings in Russell's slab hut (1910-1916), described it as:

*... built of strong slabs and shingles with the shingles now covered with iron. The cottage was long and wide. About 40ft x 20ft... Luscious white grapes grew on the front verandah. ... The jackaroos lived about 40 yards opposite our place in a similar slab cottage. ... The Homestead where the manager ... lived was situated to the right of our cottage ... Visitors to the big house often popped in to see us: Mr James Taylor, the owner from Toowoomba ... (Tracey p35)*

The plan of Cecil Plains drawn by John Tracey, depicts both the 'big house' and the Tracey house (the original slab hut), and, if the big house is to the right, both the big house (the still existing homestead), built by James Taylor in 1848/49, and the earlier slab hut built by Henry Stuart Russell, faced the Condamine River. The verandah of the slab hut is where, on several occasions, Henry Stuart Russell conversed with the explorer Ludwig Leichhardt. On the first occasion, in April 1844, Russell discussed with Leichhardt the prevailing view, also held by Mitchell, that there was a need to explore through to Port Essington to create an inland road for easier access to markets in countries to the north. Leichhardt had come to Cecil Plains hoping to join Russell's party in such a venture but Russell had matters to attend to at Cecil Plains. Leichhardt learnt much from his discussions with Russell and realised this idea in his 1844-45 Expedition from Jimbour. Leichhardt used Russell's hut at Cecil Plains as his starting point for his later expeditions.

#### Photos



Portion John Tracey's 'Plan of Cecil Plains Homestead'. North is to the right. The house and slab hut faced the Condamine River to the east.



Looking south toward the 1850s homestead, stables on the right. The ground depression marked as the site of the original slab hut is in the foreground. An alternate more consistent with Tracey's sketch of the site is 30m to the west where there is also a depression.

**Suggested measures** Avoid, along with the whole of the *Cecil Plains* historical precinct.

**Site significance** State heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) important in demonstrating the evolution of Queensland's history	Site associated with phase of settlement that has made an influential contribution to the pattern of development of Queensland history	<b>Regional importance</b> - significant early homestead (1840s- 1850s) around which the settlement at Cecil Plains developed <b>Earliness</b> - dates from the earliest period of settlement on the western Darling Downs (1840s) <b>Rarity</b> - Potential for archaeological deposits based on historical accounts. These are rare throughout this region.
Scientific	c) potential to yield information that will contribute to an understanding of Queensland's history	Potential to contribute new knowledge about Queensland's history	<b>Earliness</b> - early pastoral station with archaeological traces likely to date from the 1840s.



**Site no.** SGP-H33/3

**Site name** Cecil Plains Station Cemetery

**Location** 56J (GDA94) 322048 6953494

**Sources** Noted during fieldwork. Information at site. Additional information Glennis Philbey, Cecil Plains History Group. 'The Old Station Cemetery' in Cecil Plains '88 Committee (1988:40-1).

**Site Description** Original cemetery for the Cecil Plains Station. Now the cemetery is on the northern edge of the township. *Cecil Plains* was claimed by Henry Stuart Russell in 1841 as the western most frontier at the time, and was occupied by his business partner James Taylor in 1849. Russell sold his share to James Taylor in 1859. The land was compulsorily acquired by the Government in 1916 and was opened Soldier Settlement selection in 1919. As part of the acquisition there had been agreement that the cemetery would be maintained, although when Taylor visited he found it in disrepair. For a time after this he paid to have it maintained. The cemetery contains the remains of those who died in the area in the early years of *Cecil Plains*.

**Photos**



Historical Cemetery, the original cemetery for *Cecil Plains* Station.

**Suggested measures** Avoid

**Site significance** State heritage significance (as part of Cecil Plains site precinct)

Significance type	Criterion	Significance Indicators	Threshold Indicators
Social Historical	b) strong association with community h) associated with group of importance in Queensland history	Associated with events having a profound effect on the community Group of people making important contribution to the development of Queensland	<b>Demonstrable community association</b> - burials of community members with relatives remaining in district <b>Importance of group in Queensland history</b> - established early settlement on western Darling Downs

**Site no.** SGP-H33/4

**Site name** Site of Former Cecil Plains Provisional School 1898-1922

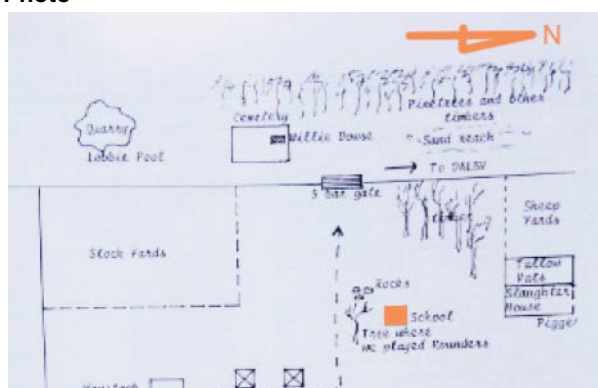
**Location** On eastern side of Cecil Plains–Dalby Road, in thick bush opposite the historical Cecil Plains Station Cemetery, at northern entrance to Cecil Plains township. 56J (GDA94) 322107 6935485

**Sources** Location noted during fieldwork. Cecil Plains History Group, Glennis Philbey, Marg Neville.

Site description information is from Cecil Plains Centenary Committee (1998) John Tracey 'Plan of Cecil Plains Station' in Cecil Plains '88 Committee (1988:36)

**Site Description** Former site of provisional school, now in a paddock. In 1897 the manager of Cecil Plains Station requested a provisional school for 14 children on the station. This would have included children from nearby properties. A temporary building was built on station land and replaced by a more substantial building of 16 foot x 14 foot, built by a committee of parents, when enrolments numbers were proved secure. The school closed a number of times due to varying enrolment numbers but finally revived with the 1919 influx of Soldier Settlers into the area. In 1922 there were over 50 children with one teacher so they were moved into a new and still operating school at the current site within the township.

**Photo**



Portion, John Tracey 'Plan of Cecil Plains Station' showing location of school.

**Suggested measures** Determine exact location and extent of site and avoid.

**Site significance** State heritage significance (as part of Cecil Plains site precinct)

Significance type	Criterion	Significance Indicators	Threshold Indicators
Social Historical	b) strong association with community h) associated with group of importance in Queensland history	Associated with events having a profound effect on the community Group of people making important contribution to the development of Queensland	<b>Demonstrable community association</b> - school used by students with relatives remaining in district <b>Importance of group in Queensland history</b> - established early settlement on western Darling Downs

**Site no.** SGP-H34

**Site name** Bridge remains, Cecil Plains

**Location** 56J (GDA94) 322771 6853377 on the eastern edge of Cecil Plains township.

**Sources** Marg Neville, Cecil Plains History Group, Cecil Plains History Group Archives

**Site Description** Remains of two previous bridges across the Condamine River. The oldest was in the same position as the current bridge (though lower) with remains of posts embedded in the current bridge footings. The more recent bridge is adjacent but lower than the current bridge and is a section of bridge and road.

#### Photos



Source: Cecil Plains History Group Archives.



Remains of earliest wooden bridge posts embedded in current bridge footings.

**Suggested measures** Avoid

**Site significance** Heritage Interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	c) potential to yield information that will contribute to an understanding of Queensland history	Potential to contribute knowledge that will lead to a greater understanding of particular aspects of Queensland's history	<b>Earliness</b> - bridge remnants from the mid-19th Century to the present <b>Rarity</b> - common Intactness - disturbed or removed earlier structures



**Site no.** SGP-H35

**Site name** Bridge Remains North Arm Condamine River

**Location** 56J (GDA94) 328369 6952314

**Source** Noted during fieldwork.

**Site Description** Remains of derelict wooden bridge, south of current road bridge (between road bridge and railway bridge).

**Photos**



*Remains of earlier bridge.  
below to the south. Railway bridge beyond.*

**Suggested measures** Avoid

**Site significance** Heritage Interest

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	c) potential to yield information that will contribute to an understanding of Queensland history	Potential to contribute knowledge that will lead to a greater understanding of particular aspects of Queensland's history	<b>Earliness</b> - bridge remnants from the late-19th Century <b>Rarity</b> - common <b>Intactness</b> - disturbed earlier structure in a poor state of repair

**Site no.** SGP-H36

**Site name** Site of Former Nangwee School 1922-1961

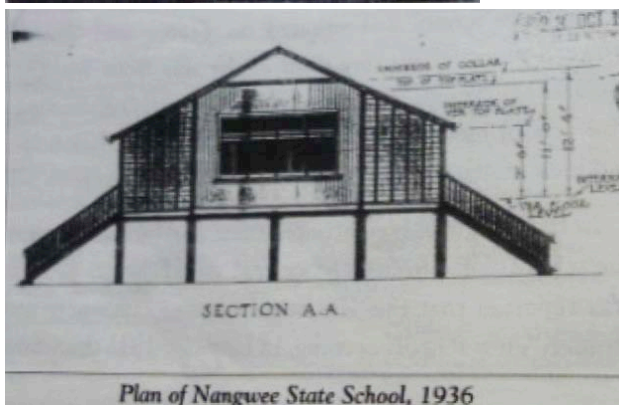
**Location** 56J (GDA94) 330709 6952021

**Sources** Marg Neville, Cecil Plains History Group. Cecil Plains History Group Archives. Cecil Plains Centenary Committee (1998a and b)

**Site Description** Former school site, now in a paddock with ploughed black soil. There were three schools during this period, the first in a house, the second in a transported school building and the third, a new school, built in 1938 on this site. The school had an enrolment catchment area of only 3 miles as the black soil track meant pupils had to walk. Many children were taught by correspondence. It was not until after WWII that roads began to get bitumenised. South of the railway were small blocks for returned soldiers, north of the line were larger blocks available to selectors including returned soldiers. The smaller blocks were barely enough to make a living which in this area was mainly through dairying.

'Nangwee once consisted of a Station house, Post Office with telephone exchange, General Store, School, CWA Hall and Tennis Courts. Today we only have silos' ( Maisie Brandrick 88a:52).

#### Photos



Source: Cecil Plains Centenary Committee 1998



**Suggested measures** Avoid site.

**Site significance** Local significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	b) endangered aspect of Queensland history	Way of life that was common - small, local schools necessary when pupils travelled to school by horse (or on foot during wet weather)	<b>Rarity</b> - very common <b>Intactness</b> - archaeological traces may be present

**Site no.** SGP-H37

**Site name** Site of Former Branchview School

**Location** 56J (GDA94) 335801 6944731

**Sources** Cecil Plains Centenary Committee (1998a), Cecil Plains History Group Archives

**Site Description** Former school site of 5 acres, now a ploughed paddock on black soil. A petition for a school at Branchview was made in 1930 with 16 pupils ready to start. The nearest school at Norwin was 3km away via a sticky black soil track. The parents supplied the stumps, and a school no longer needed at Gilgulgul, north of Miles, was relocated to the site. After fluctuating enrolments Branchview School closed in 1944 and the building was re-located to Norwin then Bongeem Schools. In 1952 there were again enough pupils to warrant a school so the school buildings at Nutgrove were re-located to the Branchview site. The school finally closed in 1966 with only 9 pupils as by then there was easier transport to Cecil Plains School. The school building was bought and removed to Cecil Plains for use as a Girl Guide hall (Cecil Plains Centenary Committee 1998a).

**Photo**



Site of Former Branchview School.

**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	<b>Earliness</b> - mid-20th Century, with ongoing use <b>Rarity</b> - one of many school sites in region. One of several WWII army camps

**Site no.** SGP-H38  
**Site name** CWA Hall, Norwin  
**Location** 56J (GDA94) 335817 6944785

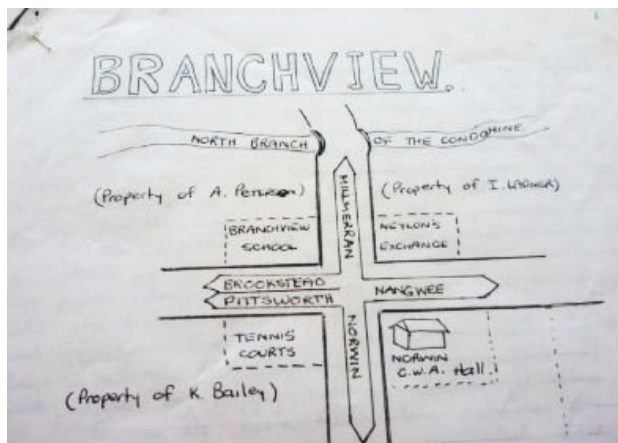
**Source** Cecil Plains History Group Archives, Marg Neville Cecil Plains History Group

**Site Description** The Norwin CWA Hall is still standing. No further information on this particular Hall but it is known that CWA groups in the area were prominent during WWII when women formed comfort groups to provide socks and food parcels for the soldiers. Many women crocheted camouflage nets for the war. These were set up on stands and women added to them whenever they could. Norwin itself began as a community based on dairying on the black soil plains and access to the rail.

**Photos**



Norwin CWA



Source: Cecil Plains History Group Archives

**Suggested measures** Avoid area around between Condamine River and CWA Hall

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	<b>Earliness</b> - mid-20th Century, with ongoing use <b>Rarity</b> - one of many local halls in the district.

**Site no.** SGP-H39



**Site name** Turallin sapling and wire fences

**Location** 56J (GDA94) 323826 6919659

**Sources** Noted during fieldwork. Nell Macqueen, Millmerran local historian, for information on Turallin.

**Site Description** Two sapling and wire fences. Fence 1 is 200m long and is substantially original. Fence 2 has been partially replaced but still has much of the original. It is at least 300m long. This fence type with two twisted wires to hold the saplings together were common in the area, using pine and ironbark.

Turallin was once a substantial town, however, the railway was routed through the minor settlement of Millmerran, which consequently flourished at the expense of the surrounding towns. Turallin now is a handful of houses with no service buildings. The surveyed quarter acre blocks are cheap and are encouraging new residents, who are within commuting distance of Millmerran.

#### Photos



*A section of fence 1*



Close-up of fence 2 shows original section around the corner. The section at the front has been rebuilt and reinforced with barbed wire.

**Suggested measures** Determine full extent of fencing and avoid.

**Site significance** Local heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	b) uncommon aspect of Queensland cultural heritage	Design that was once common but is now rare	<b>Intactness</b> - largely intact and being maintained in a similar style <b>Distinctiveness</b> - uncommon and unusual <b>Earliness</b> - mid 20th Century

**Site no.** SGP-H40

**Site name** Shingled Huts, Glen Ferrie

**Location** Glen Ferrie. Glen Ferrie stretches along the northern side of the Turallin to Western Creek Rd  
56J (GDA94) 322521 6920821 at the entrance to Glen Ferrie.

**Sources** Nell Macqueen, Millmerran and District local historian. Barkla, N 'Western Creek' in Macqueen, N. (ed) 1981 *Back Creek and Beyond, Millmerran's Story of Change 1881-1981* pp.18-23)

**Site Description** Shingled huts related to shepherding. These are on the original Western Creek Station, now part of *Glen Ferrie*, originally an outstation of Western Creek. The sheds relate to sheep husbandry pre-1887.

**Photo**



Source: Photograph by C. Curtis in Barkla, N 'Western Creek' p22.

**Suggested measures** Avoid, locate if work planned on Glen Ferrie.

**Site significance** Local heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Scientific	b) uncommon aspect of Queensland cultural heritage c) potential to yield information contributing to an understanding of Queensland's history	Design that was once common but is now rare Potential to yield new information about Queensland history	<b>Intactness</b> - whether these exist or not, they are likely to contain valuable information on shepherding practices in the late 19th Century <b>Distinctiveness</b> - uncommon and unusual <b>Earliness</b> - late 19th Century



**Site no.** SGP-H41  
**Site name** Turallin School Site  
**Location** 56J (GDA94) 323371 6920445

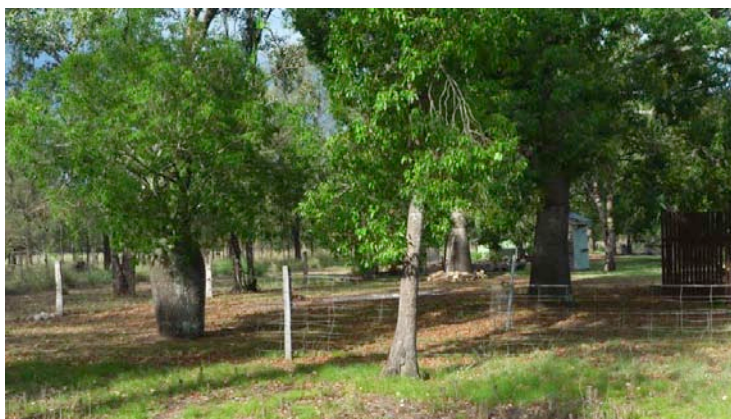
**Sources** Nell Macqueen, Millmerran local historian, for directions and information on Turallin.  
Peter Antonio, Captains Mountain resident.

**Site Description** Site of former school, 1912-1960, previously in the middle of a thriving settlement. The school was renowned for its trees and vegetable garden. It can now be recognised by the presence of old bottle trees.

**Photos**



*Source: Millmerran and District Schools 125 Years of Education*



*Exotic trees from the school. Old toilet, possibly from a later period of the school*

**Suggested measures** Determine full extent of site and avoid.

**Site significance** Local Heritage Significance

<b>Significance type</b>	<b>Criterion</b>	<b>Significance Indicators</b>	<b>Threshold Indicators</b>
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	<b>Earliness</b> - early to mid-20th Century <b>Rarity</b> - one of many school sites in region.



**Site no.** SGP-H42  
**Site name** Small hut, Turallin  
**Location** 56J (GDA94) **322646 6919956**

**Source** Noted in field work. Also Peter Antonio, Captains Mountain resident.

**Site Description** A small hut, now west of Turallin, but probably part of the original settlement.

**Photos**



**Suggested measures** Avoid standing structures and archaeological deposits in the Turallin district.

<b>Significance type</b>	<b>Criterion</b>	<b>Significance Indicators</b>	<b>Threshold Indicators</b>
Historical	a) the place is important in demonstrating the pattern of Queensland's history	Influenced by a phase (local settlement scheme) that made an influential contribution to the pattern of development of Queensland society	<b>Regional importance</b> - important in the district <b>Earliness</b> - early - mid 20th century <b>Rarity</b> - common

**Site no.** SGP-H43

**Site name** Western Creek Homestead (c.1860) and precinct

**Location** 56J (GDA94) 311713 6920031 (Reading at back of homestead)

**Sources** Taken to site by Peter Antonio, long time Captains Mountain resident with links to Western Downs. Also information from Barkla, N 'Western Creek' in Macqueen, N. (ed) 1981 *Back Creek and Beyond, Millmerran's Story of Change 1881-1981* pp18-23).

**Site Description** The site is the existing homestead, built in 1860. It was built by hand with shingle roof, all timbers cut with hand tools and nails handmade. *Western Creek* was first taken up in 1848 and transferred to Captain Vignoles in 1849. Several huts had been built at *Western Creek* by 1855 and Vignole is known to have entertained some of the early squatters such as the Taylor's from Cecil Plains and Gore's from Yandilla. The yards, Wash Pool, shearing and sweating sheds, and wool store, were built in 1858 (Barkla 1981:19). The homestead was built in 1860.

#### Photos



Western Creek Homestead, built 1860. Source: Barkla, N 'Western Creek' 1981 p19



**Suggested measures** Avoid. The homestead is part of a heritage precinct at Western Creek Station, avoid homestead, associated outbuildings and curtilage, which is likely to contain significant archaeological deposits.

**Site significance** State heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) important in demonstrating the evolution of Queensland's history	Site associated with phase of settlement that has made an influential contribution to the pattern of development of Queensland history	<p><b>Regional importance</b> - significant early homestead (1860s) around which the settlement at Cecil Plains developed</p> <p><b>Earliness</b> - dates from the earliest period of settlement on the western Darling Downs (late 1840s)</p> <p><b>Rarity</b> - Early buildings and archaeological deposits rare throughout this part of the Western Downs region</p>
Scientific	c) potential to yield information that will contribute to an understanding of Queensland's history	Potential to contribute new knowledge about Queensland's history	Earliness - early pastoral station with some structures and archaeological traces dating from the late 1840s. Surviving homestead dating from the 1860s.

**Site no.** SGP-H43/1

**Site name** Western Creek Station original saddle shed (c.1850s)

**Location** 56J (GDA94) 311706 6920017

**Sources** Taken to site by Peter Antonio, long time Captains Mountain resident with links to Western Downs. Peter's great grandfather was manager at Glen Ferrie, an outstation of Western Creek, where he grew cotton. He was killed in a riding accident, and is buried at Western Creek Station Cemetery. Information about the saddle shed from the Barkla family via Peter Antonio's enquiries. Also information from Barkla, N 'Western Creek' in Macqueen, N. (ed) 1981 *Back Creek and Beyond, Millmerran's Story of Change 1881-1981* pp18-23).

**Site Description** The site is an original slab built saddle shed / station store, in fair condition and still used as a store room. Stone slabs form a verandah floor. The Barkla family know this building as the 'saddle shed'. It is within the homestead paddock along with several other old buildings.

**Photos**



The saddle shed, c 1850s, Western Creek Station, photographed January 2010.



**Site significance** State heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) important in demonstrating the evolution of Queensland's history	Site associated with phase of settlement that has made an influential contribution to the pattern of development of Queensland history	<b>Regional importance</b> - significant early homestead (1860s) around which the settlement at Cecil Plains developed <b>Earliness</b> - dates from the earliest period of settlement on the western Darling Downs (late 1840s) <b>Rarity</b> - Early buildings and archaeological deposits rare throughout this part of the Western Downs region
Scientific	c) potential to yield information that will contribute to an understanding of Queensland's history	Potential to contribute new knowledge about Queensland's history	Earliness - early pastoral station with some structures and archaeological traces dating from the late 1840s. Saddle Shed dating from 1850s.

**Site no.** SGP-H43/2

**Site name** Western Creek Station original shearing shed

**Location** 56J (GDA94) 311655 6919347

**Sources** Alerted to existence of site by Nell Macqueen, Millmerran and District local historian. Taken to site by Peter Antonio, long time Captains Mountain resident with links to Western Downs. Peter's great grandfather was manager at Glen Ferrie, an outstation of Western Creek. Also information from Barkla, N 'Western Creek' in Macqueen, N. (ed) 1981 *Back Creek and Beyond, Millmerran's Story of Change 1881-1981* pp. 18-23).

**Site Description** The site is an original shearing shed, measuring approximately 30m x 15m, and built in 1858. Remains of attached yards measuring approximately 40m x 20m. The homestead, is approximately 700m to the north. The yards, wash pool, shearing and sweating sheds, and wool store, were built in 1858 (Barkla 1981:19).

**Photo**



Western Creek original shearing shed with remnants of attached yards at front. Photo January 2010.

**Suggested measures** Avoid. The shearing shed is part of the Western Creek Station historic precinct, potentially of state heritage significance and should be avoided.

**Site significance** State heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) important in demonstrating the evolution of Queensland's history	Site associated with phase of settlement that has made an influential contribution to the pattern of development of Queensland history	<b>Regional importance</b> - significant early homestead (1860s) around which the settlement at Cecil Plains developed <b>Earliness</b> - dates from the earliest period of settlement on the western Darling Downs (late 1840s) <b>Rarity</b> - Early buildings and archaeological deposits rare throughout this part of the Western Downs region
Scientific	c) potential to yield information that will contribute to an understanding of Queensland's history	Potential to contribute new knowledge about Queensland's history	Earliness - early pastoral station with some structures and archaeological traces dating from the late 1840s. Shearing Shed dating from 1858.



**Site no.** SGP-H43/3

**Site name** Western Creek Station Cemetery

**Location** 56J (GDA94) 312217 6920302

**Sources** Nell Macqueen, Millmerran and District local historian. Taken to site by Peter Antonio, long time Captains Mountain resident with links to Western Downs. Peter's great grandfather, Michael Flynn, was manager at Glen Ferrie, an outstation of Western Creek, where he grew cotton. He died in a riding accident and is buried at this cemetery.

**Site Description** The site is as small station cemetery, containing graves of station workers and pastoralists. Two recent graves have been added, elderly members of the Barkla family with long time association with the Station.

The cemetery is located 550m ENE (63 deg) from the Station homestead. The old part of the cemetery is contained within a fence approximately 15m x 20m.

**Photos**



*Western Creek Station Cemetery, January 2010.*



*Western Creek Station Cemetery.*

**Suggested measures** Avoid. The cemetery is part of the Western Creek Station precinct.

**Site significance** State heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) important in demonstrating the evolution of Queensland's history	Site associated with phase of settlement that has made an influential contribution to the pattern of development of Queensland history	<b>Regional importance</b> - association with early homestead (1860s) around which the settlement at Cecil Plains developed <b>Earliness</b> - dates from the earliest period of settlement on the western Darling Downs (late 1840s) <b>Rarity</b> - early homestead graveyard
Scientific	c) potential to yield information that will contribute to an understanding of Queensland's history	Potential to contribute new knowledge about Queensland's history	<b>Earliness</b> - graves from early period of settlement.

**Site no.** SGP-H44

**Site name** Site of Former Domville Cheese Factory

**Location** 56J (GDA94) 325899 6914862. The location includes the dam associated with the cheese factory and the whole site is now a water reserve.

**Sources** Taken to site by Peter Antonio, long time Captains Mountain resident. McCalman F.J 'Making Cheese' in Macqueen, N (ed) 1981 Back Creek and Beyond, Millmerran's Story of Change 1881-1981 pp. 78-81.

**Site Description** Site of former Domville Cheese Factory, opened 1905. The site includes the surviving dam, otherwise no obvious remains. This was one of the earliest cheese factories of the area.

**Photo**



*Looking west at the cheese factory site and dam.*

**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Scientific	c) a place with potential to yield information that will contribute to an understanding of Queensland history	Potential to contribute knowledge about a particular aspect of Queensland's history	<b>Earliness</b> - early 20th Century <b>Rarity</b> - relatively common <b>Intactness</b> - archaeological remains only

**Site no.** SGP-H45

**Site name** Captains Mountain historic precinct

**Location** 56J (GDA94) 319732 6911144 Site of former Captains Mountain Cheese Factory and site of First Captains Mountain School.

56J (GDA94) 319811 6910790 large barn/dairy underneath, approx 150m west (high side)

56J (GDA94) 319558 6911496 old farm buildings/sheds to east,

56J (GDA94) 319802 6910904 piggery sheds to east,

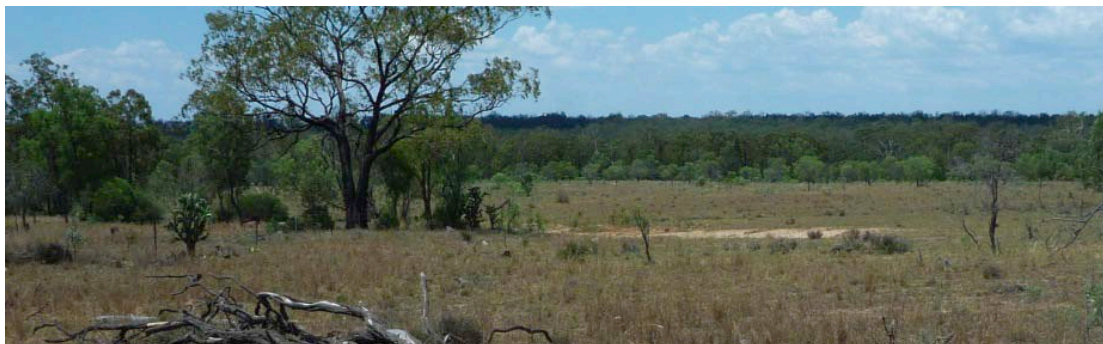
56J (GDA94) 319960 6910594 sheds east of Capt Mtn Rd

56J (GDA94) 321911 6911839 old buildings east of Gore Hwy

**Source** Noted during fieldwork. Additional information Peter Antonio, long-time Captains Mountain resident, and Nell McQueen, Millmerran and District local historian.

**Site Description** A cluster of sites relating to the small Captains Mountain closer settlement community. Includes the sites of former structures such as the former cheese factory, provisional school, State School and community hall. Also remains of barn/dairy, piggery and various other farm buildings still within the landscape.

#### Photos



*Site of former Captains Mountain cheese factory.*



*Site of First Captains Mountain School*





*Large barn/ dairy west of Captains Mountain Road. The second school and later the hall were adjacent to the barn.*



*Farm buildings/sheds east of Captains Mountain Road.*



*Old piggery and farm buildings east of Captains Mountain Road.*



*Farm buildings east of Captains Mountain Road.*



*Old house buildings east of Gore Hwy.*

**Suggested measures**    Avoid historic cluster.

**Site significance**        Local Heritage Significance

<b>Significance type</b>	<b>Criterion</b>	<b>Significance Indicators</b>	<b>Threshold Indicators</b>
Historical	a) the place is important in demonstrating the pattern of Queensland's history	Influenced by a phase (soldier settlement scheme) that made an influential contribution to the pattern of development of Queensland society	<b>Regional importance</b> - important in the district <b>Earliness</b> - early - mid 20th century <b>Rarity</b> - common



**Site no.** SGP-H45/1

**Site name** Site of Former Captains Mountain Cheese Factory

**Location** 56J (GDA94) 319732 6911144

**Sources** Directions to site and information from Peter Antonio, long-time Captains Mountain Resident and Nell Macqueen, Millmerran and District local historian.

Additional information, McCalman, FJ 'Making Cheese' in Macqueen, N. 1981 *Back Creek and Beyond, Millmerran's Story of Change 1881-1981* pp. 78-81 Darling Downs Institute Press, Toowoomba

**Site Description** Site of former cheese factory, dating from c.1918. This was one of the four cheese factories opened in the Millmerran area during the First World War. A school, hall, and dairy were opposite the cheese factory and the remains of the dairy, a piggery and numerous other farm buildings of the period are still clustered in the immediate area. Captains Mountain was a thriving and very social community with social events based at the school and hall/dairy. Because cream was taken to the factory every day from every farm, cheese factories were always a hub of contact within these small communities.

**Photos**



Captains Mountain Cheese factory  
Source: McCalman, FJ 'Making Cheese' p81



Site of former cheese factory.

**Suggested measures** Determine extent of site and avoid. There is a cluster of historic sites in this area, that would require further survey and avoidance.

**Site significance** Local heritage significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Scientific	b) uncommon aspect of Queensland cultural heritage c) potential to yield information contributing to an understanding of Queensland's history	Design that was once common but is now rare Potential to yield new information about Queensland history	<b>Intactness</b> - likely to contain valuable information on pre-war dairy industry <b>Distinctiveness</b> - relatively common <b>Earliness</b> - early-mid 20th Century

**Site no.** SGP-H45/2

**Site name** Site of First Captains Mountain School

**Location** 56J (GDA94) 319732 6911144. The provisional school was only 3 yards inside (west of) the fence, then a new school was put further back and up the slope near the still existing dairy/barn. A hall was built next to the new school.

**Sources** Directions to site and information from Peter Antonio, long-time Captains Mountain Resident and Nell Macqueen, Millmerran and District local historian. Additional information in *Millmerran and District Schools, 125 Years of Education 1882-2007*. 2007 2nd Edition and Rogers, J and Macqueen, N 'Schooling the Young' in Macqueen, N. 1981 *Back Creek and Beyond, Millmerran's Story of Change 1881-1981* Darling Downs Institute Press, Toowoomba

**Site Description** Site of former Captains Mountain provisional school. The site is within a cluster of former building sites. The provisional school building was previously the Wattlefield (Bora Creek) School. It was shifted to Captains Mountain in 1921 when the Pinewood School burnt down. The new position was midway between the two and in an ideal position opposite and only a hundred yards from the cheese factory. The manager of the Cheese Factory in 1922, Frederick Kath, had two of his children at the school (personal communication Peter Antonio). The school, on a 2 acre block, opened in January 1922 with 16 pupils, after the locals met at the cheese factory to arrange the re-erection of the building. The school closed briefly in 1934 due to low enrolment numbers but opened again in 1935. A new building for a State School was begun in 1956 and opened in 1959, erected adjacent to the original school (*Millmerran and District Schools*). Peter Antonio's information is that it was further back from the road, near the remains of the dairy/barn.

#### Photos



The original school before the verandah was added. Source: *Millmerran and District Schools, 125 Years of Education 1882-2007*.



The original Captains Mountain School in later years. Source: *Millmerran and District Schools, 125 Years of*



The new Captains Mountain School opened in 1959.

Source: Millmerran and District Schools, 125 Years of Education 1882-2007. 2007



**Suggested measures** Determine extent of site of provisional and new schools, and avoid.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	<b>Earliness</b> - early to mid-20th Century <b>Rarity</b> - one of many school sites in region.

**Site no.** SGP-H46

**Site name** Bora Creek School Site

**Location** 56J (GDA94) 319979 6906664

**Sources** Directions to site, Peter Antonio, long time Captains Mountain resident. *Millmerran and District Schools, 125 Years of Education 1882-2007*

**Site Description** Site of Former Bora Creek (Wattlefield) School, 1916-1920. Bora Creek was an area of Prickly Pear selections. In 1915 a petition was made for a school for two children unable to afford a pony to ride to the nearest school and 13 others, some walking up to 5 miles to school. The Bora Creek school closed in 1920 when numbers dropped and Pine Creek School burnt down. The school building was taken to form a new school at Captains Mountain.

**Photo**



Site of Former Bora Creek School



**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Social	b) endangered aspect of Queensland history	Way of life that was common - small, local schools necessary when pupils travelled to school by horse (or on foot during wet weather)	<b>Rarity</b> - very common <b>Intactness</b> - archaeological traces may be present



**Site no.** SGP-H47

**Site name** Millwood closer settlement scheme selections

**Locations** The locations are at the closest points on the roadside in the Millwood/ Clontarf area. There are many similar remains of structures on early 1900s closer settlement selections along the roads to Kooroongara, not recorded.

56J (GDA94) 321986 6898716 abandoned house and shed north of road

56J (GDA94) 323068 6894351 remains of house or possibly school east of road

56J (GDA94) 325062 6902522, 322096 6903704, 323989 6903336, 324340 6902987 old sheds, dwellings

**Sources** Located during fieldwork.

**Site Description** Remains of houses and farm buildings from selections. A number of people moved into the Millwood area to take up Prickly Pear selections in the 1930s. These are now in paddocks in consolidated holdings.

#### Photos



**Suggested measures** Avoid these and similar structures and associated archaeological deposits.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) the place is important in demonstrating the pattern of Queensland's history	Influenced by a phase (prickly pear settlement scheme) that made an influential contribution to the pattern of development of Queensland society	<b>Regional importance</b> - important in the district <b>Earliness</b> - early-20th century <b>Rarity</b> - common



**Site no.** SGP-H48

**Site name** Millwood Hall / Millwood School Site

**Location** 56J (GDA94) 323507 6898606

**Sources** Located during fieldwork. Additional Information in Hutson, J. 1995 *Millmerran Memories*.

**Site Description** Millwood Hall/ Millwood School site. A number of people moved into the Millwood area to take up Prickly Pear selections in the 1930s. A selector's house was used for meetings and church services until the hall was built in 1939. A Provisional School was established in the hall in 1944 and at that time the crossroads also contained the teachers residence, tennis courts and cricket oval. The school closed in 1966.

#### Photos



**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical Scientific	c) a place with potential to yield information that will contribute to an understanding of Queensland history	Potential to contribute knowledge about a particular aspect of Queensland's history	<b>Earliness</b> - mid-20th Century <b>Rarity</b> - common <b>Intactness</b> - Intact

**Site no.** SGP-H49

**Site name** Bringalily Hall

**Location** 56J (GDA94) 319610 6890196

**Sources** Macqueen, N. 1981 *Back Creek and Beyond, Millmerran's Story of Change 1881-1981* Darling Downs Institute Press, Toowoomba. Millmerran and District Schools, 125 Years of Education 1882-2007. 2007 2nd Edition

**Site Description** Community Hall built in the 1930s. The building survives along with original outbuildings. It is in a prominent position at a T-junction. Bringalily and Millwood were divided into 47 blocks each of 40 acres. People set up tents, ringbarked half the brigalow and belah and set up dairy farms.

This land had for years been regarded as useless, on account of the prickly pear, which, except for a few pads, covered every square yard. With the introduction of the cactoblastis grub, the prickly pear was soon destroyed and the Government sub-divided the land. On March 16, 1932, the area was thrown open for selection by ballot. ... (In 1934) a school was erected at the north western end of the settlement, and there are now 18 pupils attending it. Two committees have been formed for the purpose of erecting recreation halls at both ends of the settlement. (Toowoomba Chronicle and Darling Downs Gazette June 16, 1937 in Macqueen 1981:99).

The Hall is the only obvious remnant of the Bringalily settlement.

#### Photos



*Bringalily Hall*

**Suggested measures** Avoid

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	a) the place is important in demonstrating the pattern of Queensland's history	Influenced by a phase (prickly pear settlement scheme) that made an influential contribution to the pattern of development of Queensland society	<b>Regional importance</b> - important in the district <b>Earliness</b> - early-20th century <b>Rarity</b> - relatively common

**Site no.** SGP-H50

**Site name** Kindon Station historic precinct

**Location** 56J (GDA94) 277914 6891245 at front entrance to the station

**Sources** Noted during fieldwork. Additional information from John Elder, once manager of Wyega  
Also information from the Goondiwindi and District Family History Society. Vivers, M Mick and the Manager

**Site Description** Kindon Station reportedly has a number of surviving historic elements (Goondiwindi and District Family History Society) including the homestead and associated buildings. In the 1940s, 50s and 60s it consisted of a headstation and outstations at Bulli Creek and Wondal. These outstations were once part of Wyega. The country around the head station is undulating partially cleared black soil becoming almost impenetrable bush in the outstations. Aboriginal men and women were employed as expert stock trackers in this extremely rough country. Kindon was owned by the Wright's of New England. Chinese shepherds were used and gangs of Chinese workers were later brought out to both Kindon and Wyega to clear the prickly pear. In the 1930s when Wright realised the Cactoblastis moth was going to work to control the prickly pear, he bought up extra land around Kindon for grazing. John Elder explained that the early Stations of Yagaburne, Wyega and Kindon were all on boxwood creeks, as boxwood at that time was easier to fell than the brigalow and belah.

#### Photos



*Entrance to Kindon Station.*



*Kindon meathouse (1999)*



*Kindon Station kitchen and mens house. Source: Vivers p68*

**Suggested measures** This Station has a number of surviving historic elements that should be avoided.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Historical	b) rare aspect of Queensland's cultural heritage c) contribute to an understanding of Queensland history	Now uncommon land use and activities. Potential to yield information on life at an outstation of one of the earliest stations in Queensland.	<b>Earliness</b> - Mainly early 20th Century <b>Rarity</b> - relatively common <b>Early association with</b>

**Site no.** SGP-H51

**Site name** Yagaburne Station Isolated Graves

**Location** 56J (GDA94) 258280 6885749

**Source** Curator, Customs Museum Goondiwindi.

**Site Description** Possible isolated grave sites located on Yagaburne Station, one of the early stations in the district. Yagaburne is one of the earliest stations. At one stage the intention was to settle a small town there.

**Photograph** none

**Suggested measures** All activities on Yagaburne Station should only take place once the location of possible grave sites have been confirmed with the owner.

**Site significance** Local Heritage Significance

Significance type	Criterion	Significance Indicators	Threshold Indicators
Archaeological	c) contribute to an understanding of Queensland's history	Potential to contribute new information that will contribute to a greater understanding of Queensland history	<b>Earliness</b> - late 19th Century <b>Rarity</b> - one of numerous grave sites on rural properties in Western Queensland