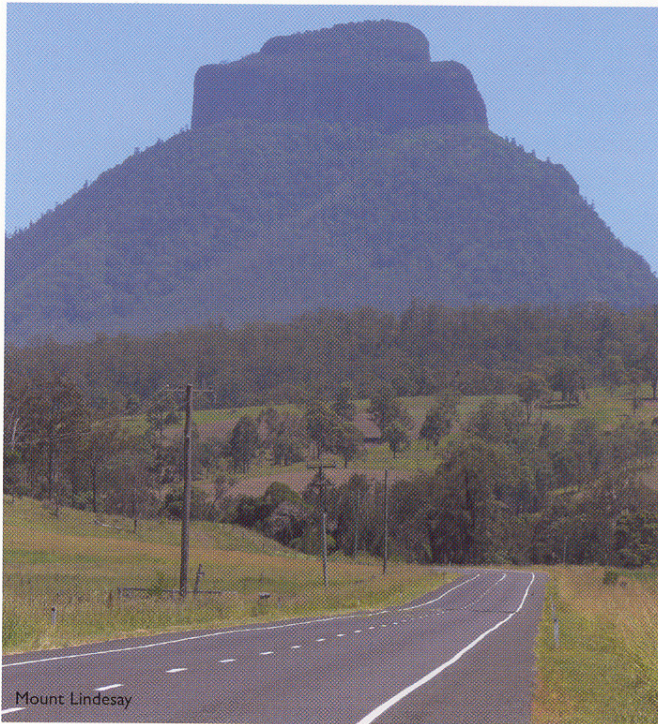




# The Summerland Way

Heritage Drives

SELF-GUIDED TOURS



Mount Lindesay



NSW, QLD border monument

## → Historical overview

The Summerland Way links the Moreton Bay (Brisbane) area in Queensland with the Richmond and Clarence Valleys in New South Wales. This route was a pathway through the mountains for the Bundjalung Aborigines as they conducted special ceremonies and initiation at the regional Bora grounds north of present day Casino.

In 1828 Captain Logan, the officer in charge of the convict settlement at Moreton Bay, explored the country south to Mount Lindesay. From the summit of Mount Lindesay he viewed the upper reaches of the Richmond River and land to the south.

Surveyor GW Stapylton left Brisbane in May 1840 to survey the Logan and Tivot Rivers and to follow the Richmond River to the coast. However, he was killed shortly after on 1 June by Aborigines at his camp in the bush beyond Mount Lindesay.

In 1841 when Major Oakes, the Land Commissioner from Port Macquarie, visited 'Cassino' station on the Richmond River he noted 'the road from the Clarence River thither – the main line to Moreton Bay is almost a perfect road'. Bullock drawn drays from 'Cassino' had recently returned from the Clarence, with supplies sent by boat from Sydney, to the settlement later known as Grafton. From this time, a dray route was established on the Summerland Way from Casino to Grafton.

Early in 1843 Surveyor James Charles Burnett left Moreton Bay, under instructions from the Surveyor General Major Thomas Mitchell, to complete the work of Stapylton. By June, Surveyor Burnett had travelled the entire route of what was to become known as the Summerland Way.

The Summerland Way runs from Woodenbong to Grafton, however used in conjunction with Mount Lindesay Highway and the Orara Way, provides a 'shorter, scenic alternative' to the Pacific Highway. This self-guided tour retraces the steps of those early surveyor explorers. You will visit sites of historic significance and have the option to undertake a number of side trips.

## → Your tour begins in Beaudesert

Located within the 'Scenic Rim' region, **Beaudesert (1)** is the ideal base from which to explore the World Heritage sites of the northern sector of the central eastern rainforest reserves of Australia.

The **Tamrookum All Saint's Memorial Church (2)** is a tribute to Robert Collins (1843-1913) who established the early cattle station Tamrookum. He was also responsible for establishing nearby Lamington National Park.

**Rathdowney Tramway Terminus (3)** is part of the 43 km of light rail which played an important role in the economic development of the Beaudesert region.

The **Lion's Road (4)** forms a scenic link between Queensland and the Richmond Valley. This route leaves the Summerland Way at Innes Plains, passing through the picturesque Border Ranges National Park, and skirts the historic spiral loop of the main Sydney to Brisbane railway.

Adjacent to the Lion's Road is **Spiral Loop Lookout (5)**. This picnic spot has spectacular views of Gradys Creek valley and the unique spiral rail loop.

**Mount Lindesay (6)** marks the border crossing from Queensland into northern NSW. In 1828, Captain Rous explored and named the Richmond River in his boat the





Urbenville Pioneer Cottage



The boiling down pot

'Rainbow', the same year which Captain Logan observed the lush valley to the south and east from the summit of Mount Lindesay. The Richmond River winds down this valley to eventually reach the sea at Ballina. There is a memorial at the border crossing to a young Englishman, James Westray, who lost his life in these mountains attempting to bring help to the survivors of the Stinson Air Crash in 1937.

A quaint service village can be found at **Woodenbong (7)**. It is located near the junction of the Summerland Way, Mount Lindesay Highway and the western access road from South East Queensland, via Legume to Warwick.

The eastern gateway to the Tenterfield Shire is **Urbenville (8)** which hosts the Pioneer Cottage Museum. It also provides easy access to Tooloom National Park, Tooloom Falls Aboriginal site and Bean Creek Falls.

World War II tank traps can be observed at the river crossing of **Paddys Flat (9)**. These large concrete pyramid shaped structures formed part of the 'Brisbane Line', a strategic defence against possible Japanese invasion in 1942.

**Kyogle (10)** township, known as 'The Gateway to the Rainforests', has easy access to the World Heritage listed Border Ranges National Park. From Kyogle, a sealed road gives access to Nimbin, Uki, Murwillumbah and the Pacific Highway via the Tweed Valley. Along the way, you can also visit Mount Warning, a 32 million year old extinct shield volcano.

**Casino (11)** marks the site of the earliest crossing of the Richmond River above the tidal limit. Below the Irving Bridge is the Platypus Pool. There are rock sculptures in the river bed beside the sandstone foundations of the first McCallum Truss Bridge which was constructed in 1876. You can also visit the mural near the Folk Museum and Historical Society detailing the early history of the town of Casino and the settlement.

Located beside Lismore Road, part of the Bruxner Highway, is historic **Tomki Barn (12)** and boiling pot. Tomki Barn marks the importance of river transport in early settlement. Built of sandstone blocks, which were carried as ballast in the small schooners coming for red cedar; it was used as a safe depot for the supplies brought from Sydney for the large cattle stations in the valley. The boiling pot is a memorial to the earliest industry of the district where the huge vat was used for boiling down cattle to obtain tallow.

**Lismore (13)** is the regional centre for the whole district and provides access to the historic villages and towns in the area known as the 'Big Scrub', which was cleared by the early settlers to establish dairy farms. Lismore was also important as a river port, where the wharves remain today, and was the main station of the railway link to the sea port at Byron Bay.

The Bruxner Highway, formerly known as the Tenterfield Road, is the historic link between the New England Tablelands and the coastal valleys. This route gives access to the Richmond Range National Park and the Cambridge Plateau World Heritage rainforests. The road traverses an area rich in evidence of the local Bundjalung Aboriginal culture including cave paintings, rock carvings, marked trees and the large Bora Ring at North Casino. Mallanganee is a former sawmill village.

Further west at **Tabulam (14)**, is the timber bridge spanning the Clarence River. Opened in 1903, it is the longest De Burgh timber truss bridge in NSW and of national significance. Tabulam was the home of the original Light Horse Troop formed by Major Chauvel in 1885. A monumental plaque commemorates the centenary of the event.

Detour from Casino east to **Coraki (15)**, which is rich in heritage and was once the busiest inland river port in NSW. The village, situated at the junction of the Richmond and Wilson Rivers, was the site of Yabsley's shipbuilding yards in the 1850s and 1860s. Coraki is also home to one of three remaining Bascule Lift bridges. Continue east from Coraki and join the Pacific Highway at Woodburn or visit the seaside resort town of Evans Head.

Travel south along the Summerland Way from Casino and detour to **Rappville (16)** and visit the historic commercial hotel. This two storey timber building was completed in 1911 to serve the thriving timber and railway township. From Rappville, travel west along Wyan Road to the T-junction of historic Tenterfield Road before turning south to rejoin the Summerland Way north of Whiporie close to the Olive Family cemetery.





Grafton Bridge opened 1932

**Koolkhan Village (17)** is the site of a former coal burning power station. From Koolkhan, detour west onto the Clarence Valley Way to historic Copmanhurst Village and onto Baryulgil to join the Bruxner Highway at Tabulam.

**Grafton (18)** is the major regional centre on the banks of the Clarence River. This was the earliest settlement along the Summerland Way and the centre of the rich red cedar trade. The Grafton Bridge spanning the Clarence is unusual as it carries both road and rail traffic. It was opened in 1932 and completed the main bridging of the rivers on the Summerland Way. Previously, both road and rail traffic depended upon the slow ferry crossing. Within the precincts of the Grafton side of the bridge is the National Trust listed tunnel of Moreton Bay figs.

Detour at Grafton along the Old Armidale Road and visit the historic coaching museum and building at **Nymboida (19)**. This was the site of the hydro electric power station.

For a scenic tourist drive, **Old Glen Innes Road (20)** has a 20 metre long tunnel which was constructed in 1860 by convict gangs. It is a feature of the pioneering Cobb and Co route. The path was used by timber getters, wool growers and bullock wagons as early as 1840.



Glenreagh Mountain Railway's 'Betty'

**Glenreagh (21)** is the centre for the historic Glenreagh Mountain railway and is best known for its link with the Dorrigo Mountain railway. The Glenreagh Bridge over the Orara River is a steel truss and reinforced concrete heritage listed bridge which opened in 1918. The village is the historic site of one of the early cattle stations in the Clarence Valley.

Along the Orara Way is **Nana Glen (22)**, which developed as a railway town and centre for the hardwood timber and dairy industries. The Georges Gold mine located outside the village of Lowanna provides a fascinating insight into the life of a gold mining village at the turn of the century. The site consists of timber and iron houses (built c.1926), five mineshafts, an original stamper battery and other old mining machinery including a portable steam engine.

**Coramba (23)** Village, nestled in the Orara Valley, provided the initial route for the highway from Coffs Harbour to Grafton. Duncan's Bridge at Coramba is one of the last Allan Truss bridges constructed in the state. Although it has been recently replaced by a modern bridge, the historic bridge has been preserved for the community.

**Coffs Harbour (24)** began as a port for shipping local hardwood timber but is now the major regional centre for the area. The local museum has approximately 10,000 artefacts, including a working lighthouse, built around 1875, and a 1910 Star, which was the first motorised taxi in Coffs Harbour.

## Self-guided tour

The Roads and Traffic Authority of NSW (RTA) and the Summerland Way Promotional Committee have developed this self-guided heritage tour. It supports the National Trust Heritage Festival for 2006 with the theme "Industrial Heritage – Our Working Lives".

The tour features the history of the Summerland Way indicating heritage and industrial landmarks, and visits key historic river crossings between Brisbane and Coffs Harbour. It provides a 'shorter, scenic alternative' to the Pacific Highway.

*Roads and bridges noted in this guide are used for traffic. You should only view them from safe locations.*

Text supplied by Leo Lane on behalf of the Summerland Way Promotional Committee.



For further enquiries:



[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au)



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Roads and Traffic Authority





**SUMMERLAND WAY** 

**PACIFIC HIGHWAY** 

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**NORTH COAST RAILWAY** 

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