



Nambour Heritage Tramway[?]

Discussion Paper No 1

Introduction

At the Ordinary Meeting of Council on 13 December 2012, Council resolved, inter alia, that a report, including an issues paper, be presented to Council regarding the development of the Nambour Tramway utilising the existing heritage-listed sugar cane locomotive line.[?]

Whilst the historical aspects of the sugar industry on the Sunshine Coast and the role of cane trains and associated infrastructure are the basis for the heritage listing of the rail line in Mill Street and Howard Street, Nambour, they will not be dealt with in great depth in this paper. There are several excellent documents available in Council's libraries and on the world-wide web authored by people with a passion for history and the local area.[?]

This Discussion Paper is the first in a series of papers to be prepared to inform interested persons and organisations on the progress of investigations, and to invite contributions to the debate and to the final Issues Paper.[?]

Council Resolution

That Council request the Chief Executive Officer, in consultation with the Divisional Councillor, to bring to Council a report including an issues paper for the development of the Nambour Tramway utilising the existing heritage listed sugar cane locomotive line with such reports to cover the following:[?]

- outline of the proposal;[?]
- proposed ownership and operations of rolling stock;[?]
- route alignment;[?]
- property tenure issues;[?]
- essential infrastructure required;[?]
- planning and approval issues;[?]
- key stakeholders and any agreements required;[?]
- community aspirations and limitations;[?]
- cost estimates for –
 - construction (Capital Costs);[?]
 - operating costs;[?]
 - revenue potential; and[?]
- other items as relevant.[?]

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Milestones

- 1897 First Crush, initially hauled by horses to the Mill.
- 1904 First steam locomotive purchased by the Mill.
- 1914 Maroochy Shire takes over the Dulong line.
- 1915 Maroochy Shire extends line to Mapleton using two Shay locomotives.
- 1922 Haulage by horses phased out.
- 1920's Tram lines extended eastwards to serve new plantings.
- 1927 Trams carrying passengers to Maroochydore and Coolool.
- 1935 Passenger services to Coolool and Maroochydore discontinued.
- 1944 Maroochy Shire closes the Mapleton line. Mill takes over cane haulage from Perwillowen and Burnside.
- 1953 Marshaling yards developed off Howard Street.
- 1967 Steam powered locomotives decommissioned.
- 1970 Last cane train from Burnside due to increasing urbanization.
- 1997 A steam locomotive from the Woodford Museum (BFC5) hauled cane to the Mill from the marshaling yards celebrating the centenary for a week in August.
- 1999 BFC5 revisited. Recorded on youtube.
- 2003 **BLAST CRUSH** - Thursday, 4 December

Brief History of the Sugar Cane Tramway, Sunshine Coast

For the initial crush of 1897, drays and horse teams were used to haul cane to the cane carrier at the Mill or to waiting trucks on the one and a half miles of tramline. Horses continued to be used over the years on permanent and temporary tram lines and on the road network until they were eventually phased out by 1922.

In 1904 the first steam locomotive was purchased signalling the transition to steam power. Steam continued to be the power of choice until the general transition to diesel power across all rail networks in Australia in the 1960's.

The tram line west of the Mill to Dulong was taken over by Maroochy Shire in 1914. The Shire extended the line to Mapleton and by August 1915 a reliable service was running bringing timber, farm produce and passengers to the Nambour railhead. The rolling stock included the Shay gear driven steam locomotive, two passenger carriages, and eleven goods and livestock wagons.

Council controlled all the lines west of the mill, and the running rights over various lands. Council purchased a second Shay locomotive also in 1914. Cane was being phased out at Dulong but was still hauled by the Mill from Perwillowen and Burnside.

The Mapleton line was closed by Council at the end of 1944. The Mill purchased the rail assets and dismantled the line beyond Burnside. The Nambour to Burnside cane tram line remained in operation until the end of the 1970 crushing season, and then the rail was dismantled in 1971 due to the increasing pressure from urban development in the Burnside area.

In the 1920's the Mill continued to extend the tram lines to east of Nambour to service new plantings. Trams were carrying passengers en route to Maroochydore and Coolool in 1927 but these services "were not paying their way". Revenue from the carriage of passengers and freight on the Coolool line continued to diminish and was almost non-existent in July 1935 when the service was discontinued. The services to Maroochy River continued on Wednesdays and Saturdays, but by 1936 locomotives and carriages were not made available for community groups.

In 1953, the Company developed a marshaling yard off Howard Street after the Maroochy Shire insisted that the shunting loop in Howard Street should be relocated due to traffic congestion.

The steam powered "Moreton" was decommissioned in 1967 after sixtythree years of service. By October 1967 the steam powered "Petrie", "Bli Bli" and "Valdora" were also out of service. The names of the steam engines not in use were transferred to diesel locomotives.

The Company's 1967 Christmas card included a photo of "Coolum" and entitled "the Last of Steam". In 1968 during a visit by the Australian Railway Society a steam locomotive hauled cane to the Mill from the marshalling yard.

Whilst many requests were received for the for the decommissioned steam locomotives from as far afield as California, USA, the locomotives surplus to the Mill's requirements were promised to local organisations within Maroochy Shire.

The Australian Narrow Gauge Railway Museum Society at Woodford, Qld (ANGRMS) owns and operates the *Bundy Fowler #5* steam locomotive (BFC5) which, for a week in August 1997 took part in the Moreton Mill centenary hauling trains from the marshalling yard to the Mill.



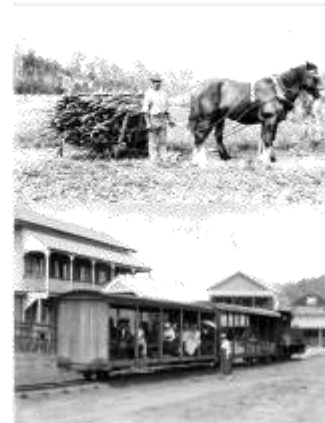
In 1999, BFC5 returned hauling cane from the marshalling yards to the mill;

see www.youtube.com/watch?v=9NOBiljxRyc

Thursday 4 December 2003 saw the completion of the last crushing season for the Moreton Sugar Mill in Nambour, ending an era for the sugar industry on the Sunshine Coast that lasted for 106 years. The events of this last crushing season have been captured for posterity in the documentary of "The Last Crush" produced by the University of the Sunshine Coast for Maroochy Shire Council. This film was funded through a State Library of Queensland Innovation Grant and the DVD is available for purchase from Council library.

<http://vimeo.com/23033075>

Photos by courtesy of Picture Sunshine Coast, Sunshine Coast Libraries





Heritage Listing

Before commencing discussion on the project itself it is worthwhile commenting on the Heritage Listing of the existing cane train tracks and the obligations and limitations that this may impose upon any operation on those tracks. ☐

Maroochy Shire commissioned Thom Blake, Historian, and David Mewes, Assistant Curator, *The Workshops Rail Museum, Ipswich* to assess the cultural heritage significance of the cane train network and identify components of the network that should be conserved. Their report contains a brief description of the network which comprised over 100 km of two foot (610 mm) gauge track including sidings. ☐

The Report identified that Moreton Mill cane railway was one of 23 privately operated cane railways in Queensland, but was unique as being perhaps the only remaining "light" tramway system. Other systems developed as heavy haulage systems hauling up to 2 000 tonnes in weight using locomotives up to 40 tonnes in weight. In contrast, the Moreton Mill locomotives were only 16-18 tonnes in weight hauling loads of about 300 tonnes. ☐

Whilst the report acknowledged that the network could not be conserved in its entirety, there were significant components that should be preserved, including the **Howard Street / Mill Street track**. This had been a feature in the Nambour streetscape for almost 100 years, and is the only cane track in Queensland within a main township. ☐

Additional elements identified were the **three Mill employee cottages in Mill Street and Bury Street**; and the **Maroochy River lift bridge** located at the northern end of River Store Road, although the southern approach is over land owned by Bundaberg Sugar. ☐

These elements have been listed on the **Queensland Heritage Register linked to the Sugar Industry on the Sunshine Coast**. ☐

Under the Queensland Heritage Act 1992, the local government is the **owner** for a road or other land under a local government's control. This would include the assets in the road reserve including the cane tracks. The tracks in Mill Street west of Currie Street show considerable wear and the concrete surround is crumbling. Maintenance will be required in the near future. ☐

It should be noted here that the current alignment of the rail in Mill Street and Howard Street dates from the early 1950s, as part of the establishment of the marshelling yards. ☐

Prior to that date, the alignment was on the northern side of the carriageway as shown in this photo from the 1920s. ☐

Picture Sunshine Coast, Sunshine Coast Libraries



Legislative Requirements

The conduct of rail operations within Queensland is subject to the *Transport (Rail Safety) Act 2010*. This Act is administered by the Department of Transport Main Roads. This Act, together with the *Work Health and Safety Act* imposes duties and obligations on rail transport operators and workers including State owned entities.

The Act also requires for a system of accreditation to ensure that the rail operators have the competence and capacity to operate their system safely and to manage the risks associated with rail operations.

The Act does not apply to a railway that is operated solely within an amusement or theme park and does not operate on or across a road. Cane railways are also exempt from the Act which, by definition do not carry passengers or freight other than sugar cane products.

Further requirements in support of the Act are contained within the *Transport (Rail Safety) Regulation 2010*.

The Rail Safety Regulators' Panel (RSRP) consists of the Rail Safety Regulators from all States, the Northern Territory and New Zealand. The key role of the RSRP is to provide advice to the Safety Standing Sub-Committee (Safety SSC) and National Transport Commission (NTC) on rail safety regulatory issues to help enhance safety and regulatory outcomes consistent with the co-regulatory framework.

The Panel has produced a publication *Safety Management System Guidance for Tourist and Heritage Rail Transport Operators – February 2010*. This guidance material outlines the legislative requirements and associated processes for Tourist and Heritage Rail Transport Operators in preparing their *Safety Management Systems*, as reflected in the National Model Rail Safety Legislation.

This document aims to help operators understand the overarching requirements of an SMS and is intended as a guide only. It is not legally binding but it has legal effect once each jurisdiction enacts its own legislation.

Applications for accreditation may be to carry out railway operations as a rail infrastructure manager or as a rolling stock operator, or both.

This includes for the following railway operations:

Infrastructure: construction, management, commissioning, maintenance, repair, modification, installation, operation, decommissioning

Rolling stock: construction, commissioning, maintenance, repair, modification, decommissioning, operation or movement or causing the operation or movement by any means on a railway.

[http://www.rsrp.asn.au/files/publications/23_44.SMS%20Guidance%](http://www.rsrp.asn.au/files/publications/23_44.SMS%20Guidance%20.pdf)

Key Issues from Guide

1. Establish appropriate Governance, Management, Accountabilities, Responsibilities and Authorities for the Management Committee which may include:
 - Leadership
 - Financial
 - Regulatory
 - Safety
 - Operational
 - Infrastructure
 - Rolling stock
2. Develop an effective Safety Policy communicated throughout the organisation.
3. Regulatory Compliance. Systems must be in place to ensure Regulatory Compliance.
4. Document and Information Management. All rail safety documents must be approved and reviewed before they are issued. A Document Register must be maintained.
5. Annual Review of SMS. The Review shall include performance against goals and measures; Safety alerts, directions or prohibition notices since the last review.
6. Safety Performance Measures and Reports. An operator must give the Rail Safety Regulator a safety performance report for each reporting period.
7. Safety Audits using Audit Checklists and Audit Report Form.
8. Corrective Actions to be appropriately prioritised, assigned and implementation monitored.



Accredited Narrow Gauge Tram Lines, Qld.

Each of the following organisations has been accredited by the Department of Transport Main Roads to operate as a rail infrastructure manager and rolling stock operator. Accreditation and auditing ensure that the rail operators have the competence and capacity to operate their system safely and to manage the risks associated with rail operations.

☐

The **Australian Narrow Gauge Railway Museum Society (ANGRMS)**, a Non-Profit company, was formed in 1971 by a group of enthusiasts with the aim of preserving a representative collection of locomotive and rolling stock used on Queensland sugar mill tramways. The Society has established a large collection of locomotives and rolling stock and has a working and static display at Woodford. The Society has running days on the first and third Sunday of each month.

www.angrms.org.au/

☐

The Society owns and operates the *Bundy Fowler #5* steam locomotive which, for a week in August 1997 took part in the Moreton Mill centenary hauling trains from the marshalling yard to the Mill. The locomotive returned in 1999 for a further visit.

☐

In a letter addressed to the Maroochy Shire Mayor dated 15 October 2004, the (then) President of the Australian Narrow Gauge Railway Museum Society (ANGRMS) Mr Paul Rollason offered advice and the assistance of the Society in establishing a heritage rail on the Sunshine Coast.

☐

The **Australian Sugar Cane Railway (ASCR), Bundaberg** (formerly the Botanical Gardens Railway) is maintained and operated by volunteers, the members of the Bundaberg Steam Tramway Preservation society (BSTPS). The ASCR has three operating steam locomotives and a further one awaiting restoration. It also has the diesel powered *Valdora* ex Moreton Mill. The one kilometre track was constructed in 1986 with assistance from a Commonwealth Government CEP grant. It operates every Sunday, and Wednesdays during school holidays.

www.qldrailheritage.com/ascr/

☐

The **Bally Hooley Steam Railway** operates two steam locomotives in Port Douglas. These steam locomotives were the last ones used by the Mossman Mill before switching to diesel power. The system is maintained and operated by volunteers on Sundays and selected Public Holidays. It operates over a tram line originally owned and operated by the Mossman Central Mill.

www.ballyhooley.com.au/

Private Narrow Gauge Tram Lines, Qld

There are several narrow gauge lines which operate entirely within theme parks or other private land, and as such do not require accreditation by the Department of Transport Main Roads under the *Transport (Rail Safety) Act 2010*. They do however need to comply with the *Work Health and Safety Act*. Several sugar cane locomotives are running in theme parks.

The 1901 steam powered *Krauss* named "**Moreton**" was the first locomotive operated by the Moreton Mill. Now powered by a diesel engine housed in a tender "**Moreton**" operates daily in the **Ginger Factory, Yandina**, hauling tourists in purpose built carriages through the gardens.

<http://www.gingerfactory.com.au/park/information/ginger/train>

Dreamworld on the Gold Coast operates two steam powered locomotives. The 1951 **Perry** was operated by the Bingera Mill, north of Bundaberg until the 1970's. It has been heavily "Americanised" with a large cowcatcher. The 1917 **Baldwin** (US) originally operated at the Racecourse Mill, Mackay. It was relocated to Dreamworld in December 1981 and converted to an oil burner.

<http://www.dreamworld.com.au/Rides/Family/Rides/?tileid=633940722911814680>

The **Big Pineapple** train operates on a one kilometre track taking allowing visitors to see tropical fruits under cultivation. Commencing at Christmas 1971 it used a succession of second hand *Ruston* model diesel locomotives one from the Bingera Sugar Mill and another from Caledonian Colliery, South Maitland. In 1977, E.M.Baldwin, Castle Hill, NSW supplied a further locomotive based on a *Ruston* frame and wheelsets. Using the Pineapple's Bingera Mill *Ruston* frame and wheelsets Baldwin delivered a mechanically similar locomotive to the first but with cosmetic extras to add to the tourist appeal.

<http://www.bigpineapple.com.au/big/pineapple/train/ride/>



Steam Locomotives

- 1904: **Moreton** purchased, decommissioned July 1967.
- 1908: **Dulong, Shay**.
- 1914: **Mapleton, Shay**. In 1948 Dulong was cannibalized for parts. Decommissioned 1960.
- 1914: **Nambour** purchased, then renamed **Maroochy** in 1922. Decommissioned 1963.
- 1924: **Coolum** purchased. Decommissioned in 1970.
- 1925: **Eudlo** purchased. Decommissioned in 1970.
- 1937: **Valdora** (c 1893) purchased from Racecourse Mill, Mackay. Decommissioned 1964.
- 1960: **Bli Bli** (c 1913) purchased from Babinda Mill 1960. Decommissioned 1967.
- 1950s: **Petrie** (c 1933) purchased from Babinda Mill 1960. Decommissioned 1967.

Moreton Mill Locomotives

In general, the locomotives fell into two categories: pre 1960s steam power and post 1960s diesel power, although there were several early, smaller, petrol or diesel powered locomotives used for maintenance or yard work.

Further research is needed to definitively locate all examples of rolling stock associated with the Moreton Mill. From the Light Rail Research Society of Australia Inc website the following information has been extracted.

Steam Locomotives

Name	Builder/ date	Current Location
Moreton	Krauss / 1901	Ginger Factory, Yandina ¹
Shay	Lima / 1908, 1948	Nambour Museum ²
Maroochy	Hudswell Clarke /	Narangba
Coolum	Fowler / 1923	Eudlo ³
Eudlo	Fowler / 1925	Nambour Museum ²
Valdora	Dick Kerr / 1893	Nambour Museum ²
Bli Bli	Fowler / 1915	Nambour Museum ²
Petrie	Fowler / 1933	Geelong, Victoria

Diesel Locomotives

Name	Builder/ date	Current Location
Maroochy	E M Baldwin / 1964	Eudlo
Valdora	E M Baldwin / 1965	Bundaberg Botanic Gardens ⁴
Dunethin	ComEng / 1958 /	Bingera Mill ⁵
Bli Bli	E M Baldwin / 1965	Bingera Mill ⁵
Petrie	E M Baldwin / 1968	Bingera Mill ⁵

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¹ Converted to run hydraulically with diesel engine in tender.

² Nambour & District Historical Museum Association.

³ Cosmetically restored, privately owned.

⁴ Australian Sugarcane Railway, Bundaberg Botanic Gardens Railway.

⁵ Bundaberg Sugar Limited, Bingera Mill, locomotives apparently now out of service.

Passenger Rolling Stock

Passenger rolling stock was used regularly on the Mapleton line by Council, and irregularly by the Moreton Mill on the Coolum and Deep-water lines.

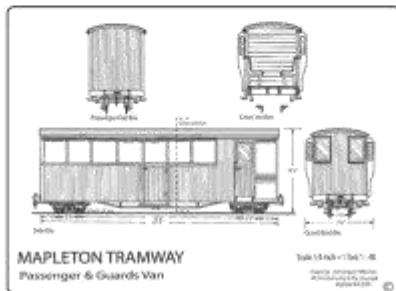


Coolum carriages about to leave Nambour, c 1917.

There doesn't appear to be any drawings available of these carriages.

On occasions, improvised seating was provided, something that would not be allowed under accreditation (see adjacent extract from Nambour Chronicle).

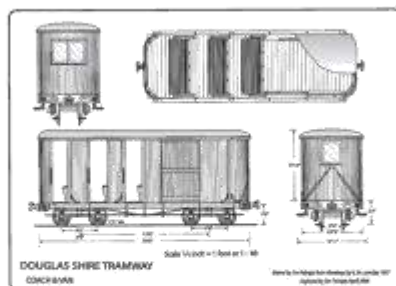
The rail gauge is a limiting factor to the overall width of the carriages.



There are no drawings available of these carriages.

The adjacent drawings are by Jim Fainges.

They depict passenger carriages that operated on a 2' 0" gauge.



The Buderim Tramway operated on a 2' 6" gauge.

There are no drawings available of these carriages.

Nambour Chronicle and North Coast Advertiser 12 October 1923 extract.

Two special trains left Brisbane Central at about 9 a.m. and 9.30 a.m., and arrived at Nambour at 11.30 and 12 noon respectively, and the estimated number of persons who travelled to Nambour was close on 700.

To cater for so vast a crowd on the Moreton Mill tramway special trucks had to be requisitioned at comparatively short notice. The extra seating comprised a finch board, two on each truck; extending full length, and a railing at the back of each, which could be taken out in order to allow free access to the passengers.

There are no drawings available of these carriages.

Maroochy Plan 2000

www.sunshinecoast.qld.gov.au/addfiles/documents/planning/maroochy_plan/vol_pdf/vol3/v3_2_nambour_310111.pdf

3.2 Planning Area No. 2 – Nambour

3.2.2 Vision Statement (in part)

(b) New development in the Town Centre will be sited and designed to address the street and will reinforce the cultural heritage values and contemporary rural character of the town.

3.2.3 Key Character Elements,

(1) Location of Uses and Activities,

d) The existing industrial areas and industrial uses throughout Nambour, including the Moreton Sugar Mill.....will be retained and consolidated. Ancillary or compatible uses will be encouraged to collocate in these specific areas.

Precinct Summaries

(2) Nambour Centre Frame

(Precinct Class = Town Centre Frame)

This Precinct surrounds Nambour's Town Centre Core. The intent for this Precinct is to provide a range of commercial, business and service activities at a scale and intensity less than the scale and intensity of activities in the core.

There is also a mix of housing in this Precinct.

(18) Moreton Mill

(Precinct Class = Core Industry)

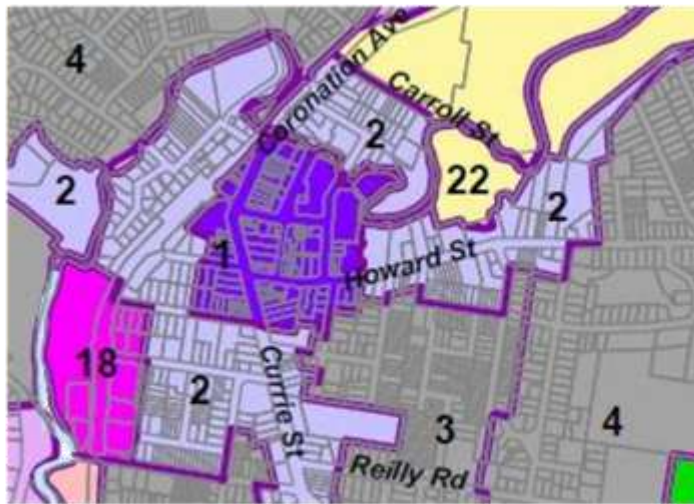
This Precinct is intended to accommodate:

- industrial uses which have regional and subregional markets covering the Sunshine Coast Region and hinterland;
- major sugar industry plant and ancillary industrial activities, including transport operations;
- specialist service trades and automotive services and repairs, and;
- business and commercial equipment services and repairs outlets.

Maroochy Plan 2000

The current Maroochy Plan 2000 did not envisage closure of the Moreton Sugar Mill and supported the development of ancillary land uses in the vicinity of the Mill.

Precinct 2 surrounds the Town Centre Core. The intent for this Precinct is to provide a range of commercial, business and service activities at a scale and intensity less than the scale and intensity of activities in the core. Uses such as business and professional offices, fast food establishments and service trades requiring proximity to the Town Centre should be located in this Precinct. There is also a mix of housing in this Precinct. Some reuse of detached dwellings is encouraged provided it does not adversely impact on surrounding residential uses.



Precincts

- 1. Nambour Central (Town Centre Core)
- 2. Nambour Central Frame (Town Centre Frame)
- 3. Nambour Village Residential (Mixed Housing)
- 4. Nambour Central Residential (Mixed Housing)
- 18. Moreton Mill (Core Industry)
- 22. Nambour Showground (Special Purposes)

Precinct 18, Arundell Avenue to Bury Street focuses on the Moreton Sugar Mill. The preferred and acceptable uses are those particularly related to the sugar industry.

Text:

www.sunshinecoast.qld.gov.au/addfiles/documents/planning/maroochy_plan/vol_pdf/vol3/v3_2_nambour_310111.pdf

Map:

www.sunshinecoast.qld.gov.au/addfiles/documents/planning/maroochy_plan/maps/pa_02_nambour.pdf

Draft Sunshine Coast Planning Scheme

The Draft Planning Scheme was placed on Public Display for comment on 19 October 2012. The public consultation period for the Draft Sunshine Coast Planning Scheme ended on the 14 December 2012. Council is considering a report outlining the issues raised in each submission and any recommended changes to the draft planning scheme at a series of Special Meetings.

Following a further report to Council on the submissions, the amended Scheme will be presented to the State Minister for approval. The timetable for completion is at this stage unknown.



Residential Zones Category	
	Low Density Residential Zone
	Precinct LDR1 (Dual Occupancy Area)
	Medium Density Residential Zone
	High Density Residential Zone
	Tourist Accommodation Zone
Centre Zones Category	
	Principal Centre Zone
	Major Centre Zone
	District Centre Zone
	Local Centre Zone
Recreation Zones Category	
	Sport and Recreation Zone
	Open Space Zone
Environmental Zones Category	
	Environmental Management and Conservation Zone
Industry Zones Category	
	Low Impact Industry Zone
	Medium Impact Industry Zone
	High Impact Industry Zone
	Waterfront and Marine Industry Zone
Other Zones Category	
	Community Facilities Zone
	Emerging Community Zone
	Unsub Development (Constrained Land) Zone
	Rural Zone
	Precinct RUR (Meadow Plains Extractive Resource Area)
	Rural Residential Zone
	Specialised Centre Zone
	Tourism Area Zone

Nambour is designated a Major Centre under the SEQ Regional Plan. The Major Centre Zone above extends the current Town Centre Core to include parts of the current Town Centre Frame.

The former Marshalling Yards off Howard Street are now designated Medium Density Residential.

Text:
www.sunshinecoast.qld.gov.au/addfiles/documents/planning/dscpsctext2/part7/s_7_2_26.pdf

Map:
www.sunshinecoast.qld.gov.au/addfiles/documents/planning/dscpsmaps2/zone_maps/ZM37.pdf

The Draft Planning Scheme sets out the Sunshine Coast Council's intention for the future development in the planning scheme area, over the next twenty years to 2031.

It will be reviewed periodically in accordance with the Act to ensure that it responds appropriately to the changes of the community at a local, regional and state level.

Part 6 contains the zone codes for the 22 zones covering residential, centre, industry, open space and other zones. The zones are mapped and included in Schedule 2 (Mapping). Each zone code includes the purpose of the code, the intent and overall outcomes for the zone and may also include a table of consistent and inconsistent uses.

7.2.26 Nambour local plan code

Development in the Medium density residential zone provides for a mix of housing types and densities with dwellings that are generally of a domestic scale or are provided in small groups so as to reduce the perceived scale and mass of development relative to its surrounds.

Performance outcome P03 Nambour Local Plan Area

Development provides for the retention and possible future operation of the former sugar cane train railway along the Mill Street/Howard Street route between the former mill site and the former marshalling yards off Howard Street for the purpose of tourism, transportation, connectivity and retention of heritage values.

References:

The photos on pages 1,2,3, 4 & 9 are produced with permission from the Sunshine Coast Library

<http://library.sunshinecoast.qld.gov.au/sitePage.cfm?code=picture&sunshine%40coast>

▣

Other web sites accessed are

The Australian Narrow Gauge Railway Museum Society (ANGRMS),
www.angrms.org.au/

The Australian Sugar Cane Railway (ASCR), Bundaberg
www.qldrailheritage.com/ascr/

The Bally Hooley Steam Railway
www.ballyhooley.com.au/

The Ginger Factory, Yandina,
<http://www.gingerfactory.com.au/park%40information/ginger%40train>

Dreamworld on the Gold Coast
<http://www.dreamworld.com.au/Rides/Family%40Rides/?tileid=633940722911814680>

▣

The Big Pineapple
<http://www.bigpineapple.com.au/big%40pineapple%40train%40ride/>

▣

Publications from Sunshine Coast Libraries, Heritage Collection, Nambour.

▣

- ▣ Moreton Sugar Mill *Sweet Heart of Nambour* ▣ ▣
- ▣ ▣ ▣ ▣ *Berenis Alcorn and Robin Dunn* ▣
- ▣ The Mapleton Tramway ▣ ▣ John Knowles ▣
- ▣ Built by Baldwin ▣ ▣ ▣ Craig Wilson ▣
- ▣ Making Maroochy ▣ ▣ ▣ Helen Gregory