Transport

The route taken by the Brisbane Valley **Railway** has made it uneconomical — politics determined the route, the standard of construction, and its survival for a century. The original idea for the railway was conceived in the milieu of the economics of the timber industry in the region.

There were two strands to the competitive atmosphere in which the Brisbane Valley to Burnett railway idea was raised in 1876. Maryborough and Ipswich merchants considered it to be an alternative to the railway from Maryborough to the Gympie Goldfield. There was immediate competition between selectors about the Brisbane Valley route — via Walloon to Lockyer Creek or via Fernvale.[1]

The original resolution for the Brisbane Valley railway was introduced to Parliament by a timberman, William Pettigrew MLA, member for Stanley. On 14 September 1876 he moved that at its next day of sitting the House consider that £1,000 be placed on Supplementary Estimates for railway surveys from Walloon to the Burnett and also from Ipswich to the Fassifern Valley. Public meetings were held in Fernvale, Esk, and Gayndah. The first meeting was held in Banff's Wivenhoe Hotel on 17 August 1876, and resolved that the branch line be constructed from Walloon to Wivenhoe and then via Esk to the Burnett. Two days later Esk residents held their meeting in postmaster Donald Smith's barn; William Pettigrew MLA and Peter Thompson of Pine Mountain were present and the residents were unanimous in their resolve for a railway to serve the grazing and agricultural industries.[2]

The issue lay dormant for a year until another round of public meetings advocated immediate surveys. David McConnel's suggestions on the route were particularly interesting; back in 1863 he had been called to the Bar of the House to give evidence on the railway question. Based on his exploration of the region in 1841 he suggested that the railway to the Darling Downs ought to skirt around the Little Liverpool Range into the Rosewood Scrub not far from Fleming's Track and traverse over a tableland near Mt Cross, taking the line around the head of Lockyer Creek. If his steeply graded route had been followed, agriculturalists in the Rosewood Scrub, Tarampa and Lockyer Creek areas would have been better served by a railway twenty years earlier.

In July 1877 McConnel queried aspects of the proposed Brisbane Valley route considering the ranges above Colinton an impenetrable barrier. He advocated that the line commence at Walloon, pass through Glamorgan Vale, Lockyer Creek district, Esk, Cressbrook, Colinton, and then go east to Kilcoy, Durundur and Caboolture. The extension to the Burnett should be from Kilcoy, up Sheep Station Creek via Monsildale to Barambah Creek. A line from Laidley or Gatton to Esk would be shorter but would not serve as many selectors.[3]

One of the reasons for the tardiness of the government was the issue of standards for branch railways in Queensland. George Thorn, Premier and later Minister for Works, deferred to William Miles MLA, the new Minister controlling railways. Thirty residents met in Cribb and Foote's Fernvale store in September 1878. Peter Thomson and R. North successfully moved that Brisbane Valley residents should not support any Parliamentary candidate who would not campaign for their railway. Three petitions requesting a railway were presented to Parliament in 1879 by members A.Meston (Rosewood) and P. O'Sullivan (Stanley).[4]

Timbermen of Pine Mountain, led by Peter Thomson, promoted the route via Fernvale. The issue was decided in 1880 after a visit by the Minister for Works. Licensed and Engineering Surveyor, R.D. Graham, advocated the Pine Mountain-Fernvale route continuing on to the Bellevue and Mt Esk flats. Residents of the Rosewood Scrub and Tarampa areas were bitterly disappointed as they wanted the railway to branch off at Rosewood Gate and pass through Tallegalla and Back Plain, or at Walloon and serve the local sawmill and sugar mill being constructed at Marburg. The Plans, Sections, and Book of Reference for the first ten miles of the Brisbane Valley railway via Pine Mountain and Fernvale were approved in the Legislative Assembly on 5 November 1880. The ruling grade to Pine Mountain was to be 1 in 50, and 1 in 30 beyond that to save costs. The motion was withdrawn in the Legislative Council on 17 November for lack of supporting information so the battles over the route continued. The Pine Mountain group continued to hold meetings attracting support from Northbrook, Mt Brisbane, and Glamorgan Vale for their case. Rosewood residents publicized their rich
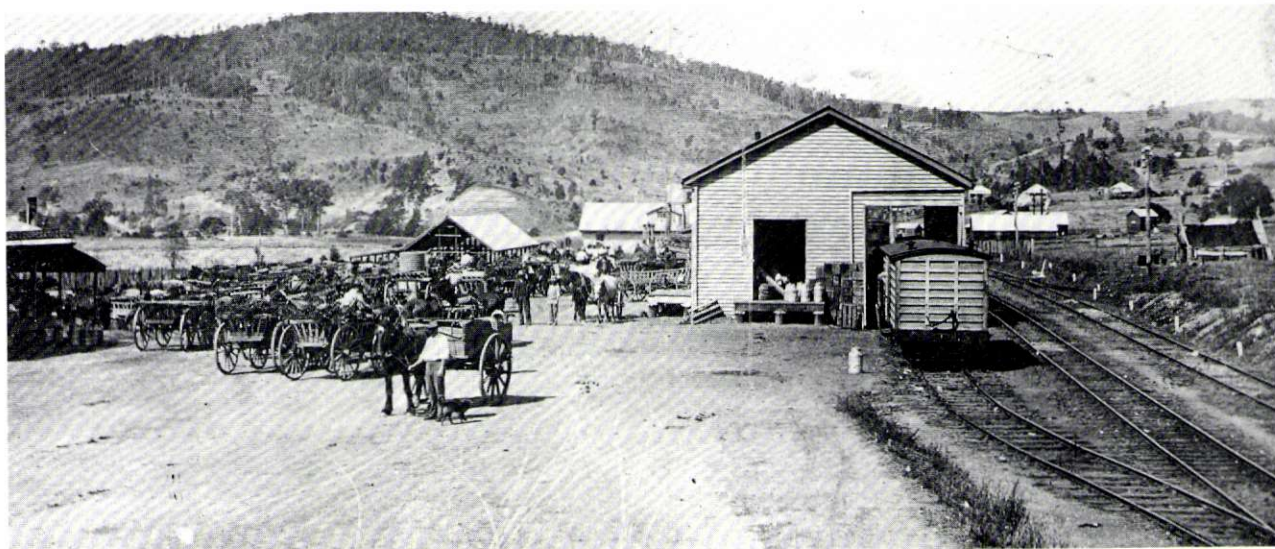
Lowood railway yards pre 1900. Denning's Sawmill in background and creamery in centre.   *John Oxley Library*

cultivation potential, the new industries in their area, such as the sugar mill, brick making, and new coal mines; they described the Pine Mountain route as passing over barren, sandy ridges.[5]

The issue went to a Select Committee in October 1881. The only evidence taken was on 4 October 1881 by Kellett and O'Sullivan MMLA for Stanley. They spoke of the large number of selections being taken up on the Mt Brisbane homestead, in the Cressbrook and Colinton areas, an alleged revival of cotton growing, and the timber resources of these areas.

Two days later the Committee reported in favour of the Pine Mountain route. In his evidence Patrick O'Sullivan referred to the rich stands of cedar scrub between Colinton and Kilcoy, the copper claims taken up years earlier and the selections on the eastern side of the Brisbane River. He had earlier commented in the Assembly debate on 30 August that 'The farm of Mr McConnel alone would supply all Brisbane with hay, corn and chaff'. The new settlers were quite isolated for lack of bridges over the river. By contrast the Rosewood Scrub settlers had access to the Main Railway at Walloon and Rosewood.

The proposed line crossed many gullies and creeks and required earthworks of 4,000 yards per mile compared to 1,000 yards on the main line. Twenty-five miles were approved, ending three miles from Bellevue Head station and seventeen miles from Esk. The cost was to be £3,818 per mile. The Parliamentary Plan and Section and Book of Reference of the Fernvale route was approved by the Legislative Assembly on 5 November 1881; timber interests had won out over the Rosewood Scrub agricultural interests.[6]

But that was not the end of the competition for the route. The new member for Rosewood, J.B.L. Isambert, moved a motion in the House on 12 October 1882 asking for a survey of a loop line connecting Walloon and Fernvale via Marburg and Glamorgan Vale to serve these agricultural areas. S.W. Griffith (later Sir) amended it so that all surveys of the Brisbane Valley line were laid on the table again. On 23 August 1882 David McConnel wrote to the Minister for Works suggesting that the line take a straighter route from Lockyer Creek, crossing Logan Creek close to the river and approaching Esk directly from the south, closer to the road, passing on through Mt Beppo before reaching Cressbrook. He also suggested a third route via the Stanley River and Kilcoy to Yabba and Kilkivan, and a fourth route via Monsildale Creek to Kilkivan, these latter two routes tapping the timber country.[7]

Surveyors R. North and Henderson marked the various routes in 1880 and the permanent survey line was pegged via Pine Mountain and Fernvale. Tenders were called on 7 June 1882 and the contract for Section 1 of 19 miles was let to O'Rourke and McSharry. Work began in October 1882. The contract price was low but there were interminable arguments between the contractors and the Chief Engineer, H.C. Stanley, over ballast quality and payments. The ballast contained Trap-tufa, which disintegrates in the atmosphere; in November 1883 Engineer J.T. Smith condemned most of the ballast used and allowed a 15 per cent reduction on the rest. However he, the Chief Engineer, and the Commissioner were over-ruled by the Minister for Public Works and were instructed to pass the ballast. The contract went over time, allegedly because of delays in the

department supplying waggons. Fencing was also behind time, partly because of the farmers' requirements of paling fences along the line beside cultivation paddocks to keep out wallabies. However, the Railway Commissioner, supported by Crown Law opinion, chose to pay compensation instead of setting a precedent of erecting paling fence.[8]

The line was officially opened to Lowood on Monday 16 June 1884, a special train departing Ipswich at 11.45 am conveying five hundred passengers along the 'serpentine railway'' to Lowood. Previously known as 'The Scrub' and 'Cairnhill', the only public buildings in Lowood were the Lutheran Church, a Provisional School, and the railway station. Visitors complained of the boring scenery and the train returned to Fernvale where, at the invitation of the Brassall Divisional Board, William Kellett, MLA declared the line open. In the absence of McSharry, George Bashford responded on behalf of the contractors. Luncheon was provided and 'a hearty meal [was] partaken of in a somewhat primitive fashion'. The train departed Fernvale at 4.45pm and arrived back at Ipswich at 5.45pm.[9]

Farmers immediately complained that the stopping place locations were unsuitable. Fairney View station was four miles from farms, Borallon was 'in the wilderness', and a stopping place was required at the 'eleven mile' near the Glamorgan Vale road. On 26 June 1884 the Traffic Manager (McKean), Loco Foreman Darker, and the Chairman of the Brassall Divisional Board inspected sites for new stations. The stations between Brisbane Valley Junction (now called Wulkuraka) and Lowood were Brassall (Muirlea), Pine Mountain, Borallon, Glamorgan (Wanora), Fairneyview, Fernvale, Vernor and Lowood (21m 7c). The first safeworking for the Brisbane Valley line enabled trains to pass at Fernvale. The first time-table for public 'mixed' trains conveying passengers and goods running daily except Sundays making two round trips daily was as follows:

Ipswich	8.10am	4.20pm
Fernvale	9.38	5.48
Lowood	10.05am	6.15pm
Fernvale	11.12	6.57
Ipswich	12.40pm	8.25.[10]

The convenient time-table from Lowood to Ipswich provided ample proof of the advantages of a railway, so campaigning for an extension to Cressbrook and beyond continued unabated. The plans for Section 2 of 22.05 miles to Esk were approved by the Legislative Assembly on 15 July

1884. The purpose was to open up agricultural and timber country especially as Queensland was allegedly importing timber from New Zealand and America. The Legislative Council appointed its customary Select Committee which took evidence from Surveyor George Phillips who believed that McConnel's route via Logan's Creek was too costly and not required because there were few farmers on the poorer, western side of the river; obviously the railway from Coominya to Esk went through poor country in order to tap the rich agricultural land. Committee member Foote had a vested interest in the line proceeding because of his company's landholdings and the cotton growing in the region. Knowing that the next extension would be steep and expensive, the Commitee unanimously recommended approval of Section 2 on 5 August 1884.[11]

Meanwhile the Rosewood Scrub residents continued petitioning for a railway and, ironically, were supported by Surveyor R. Graham who had been instrumental in the choice of the Fernvale route. R.D. Graham and Sons wrote to the Commissioner on 29 July 1885 as agents for the Central Rosewood Railway Company Limited offering to construct a private railway from Walloon to the Brisbane Valley railway via Marburg. This line would service good agricultural land. However the idea was not supported and the district had to wait for another twenty years for a branch railway.[12]

The cost of Section 2 was £49,000 and the contractor H.F. Brigg. As construction proceeded and trains started running through in April 1886 'Country people are all running over to see the train, and horses are all running away from it (confound the train)', reported the Esk correspondent of the *Queensland Times*.[13]

The line to Esk was officially opened on 9 August 1886. A special train was arranged from Ipswich by W. Kellett, MLA. Two engines with seven carriages left Ipswich a little late and gained another three carriages at Fernvale carrying over five hundred people to Esk. The cramped passengers judged the country between Bellevue and Esk as poor, not even capable of supporting a cow to three acres. The train was driven by Inspector Barton and contained the Minister for Works and Mines, W. Miles, Commissioner for Railways, F. Curnow, Locomotive Engineer, H. Horniblow, Foreman, R. Darker and Traffic Manager, Donnelly, Members for Stanley, Bundamba and other electorates.

On arrival at the Esk station guns were fired and bells rang out a welcome. Chairman of the Esk Divisional Board, J.H. McConnel, spoke of the

future growth of Esk, only a dozen buildings ten years earlier, and outlined the value of extending the line northwards through 'the fertile, richly timbered and inexhaustible mineral country of the Upper Brisbane' to ensure the profitability of the line.[14] The Minister then officially opened the railway. He condemned the curves and 'shoddy arrangements' of Section 1 but praised H.F. Brigg for the fine steel bridge with a hundred foot lattice girders over Lockyer Creek. A banquet was held for seventy guests in the School of Arts at which the Commissioner for Railways praised branch railways as feeders, reducing the cost of transport fivefold compared to bullock waggons. After inspecting Esk town on both sides of Redbank Creek the guests left Esk on the train at 5.30pm and arrived in Brisbane at 9.40pm.[15]

The first stationmaster at Esk was S. Marshall who came from Fernvale. Stations were opened at Tarampa (renamed Clarendon in December 1886), Bellevue (renamed Coominya meaning 'where is the water' in September 1905), Cooragook (a loop for crossing trains opened in 1940), Buaraba (renamed Mount Hallon in December 1886 and altered to Mount Hallen in early 1941). Traffic comprised timber and cattle. A cattle yard was constructed at Esk from the opening, an obvious sign that the government would not be extending the line immediately. Meanwhile residents were dissatisfied with the opening time-table because of the early departures from Esk. From 1 November 1886 mixed trains ran:

	Mon. Wed. Sat.	Daily except Sunday
Ipswich	11.05am	5.45pm
Fernvale	12.20pm	7pm
Lowood	12.45	7.25
Esk	2.20	9pm
	Daily except Sunday	Mon. Wed. Sat.
Esk	6.20am	2.50pm
Lowood	7.50	4.20
Fernvale	8.15	4.45
Ipswich	9.30	6.05

Fairney View, Fernvale, Lowood and Esk all had station buildings and goods sheds from the opening of the line and there were shelter sheds at Brassall, Pine Mountain, Borallon, Glamorgan, Vernor, and Bellevue by 1887 and Mount Hallon by 1888. Fernvale was the busiest station on the line by 1887 with 3,754 tons of lucerne hay and chaff, corn, pumpkins and timber consigned.[16]

In February 1890 the Minister for Railways, H.M. Nelson, and Commissioners for Railways Mathieson and Johnston, and Patrick Sullivan, visited Esk by special train to select the site of the new terminus thought to be near Ivory's Creek. They were the guests of J.H. McConnel of Cressbrook, but the plan did not proceed. A report and plan by the Commissioner was presented to Parliament on 13 November 1895 for 9m 79c of railway to be built under the *Railways Guarantee Act of 1895*. The plan was for a benefitted area in the Esk Division. Minister for Railways, Robert Philp, reported the rateable value of the total land in the Esk Division (with a population of 3,000) as £525,000, £160,00 of which was in the proposed benefitted area. A rate of 3d. in the pound would cover the cost of £41,000. The line would benefit Mt Beppo farmers and the owners of the three thousand acres of the Cressbrook lease which expired in June 1895. The Minister for Lands had also promised that the sixty-five thousand acres of Colinton would be thrown open for selection. Further, the Member for Stanley, F. Lord, MLA, promised twenty-five thousand head of cattle traffic for the first year of opening of the extension. Parliament defeated the motion because the line to Esk was running at a loss.[17]

By the end of the 1890s depression the Brisbane Valley railway route had become the Esk to Nanango route, because of the timber resources to be tapped. There was an influential deputation to the Premier Dickson on 27 April 1899 by Frederick Lord, MLA for Stanley, T. Macdonald-Patterson, A.J. Stephenson, T.B. and J.C. Cribb, T. Finney, A.F. Luya, W. Stephens, W.J.H. Moore and T. Bridges, MMLA, J.H. McConnel, J. Moore of Colinton and W.A. Munro of Cressbrook Dairy Company. A meeting of one hundred people at Colinton in May 1899 urged the extension of the railway from Esk not Kilkivan. On 21 October a petition with 274 signatures was presented to the Premier seeking twenty-two miles of railway extension in the Biarra direction.[18]

The Royal Commission appointed in 1900 to investigate railway routes, including the Esk to Nanango railway, took evidence at Esk, Cressbrook, Colinton, and 'Stone House' at the foot of the Blackbutt Range in May and June 1900. Two routes were recommended for construction simultaneously — fifty-six miles from Kilkivan towards Nanango and twenty-eight miles north of Esk to Moore, costing £287,500 and £446,000 respectively. The purpose of the line north of Esk was to tap the timber in the Blackbutt area. McConnel gave evidence that livestock was the mainstay of the Brisbane Valley line with 16,664

Toogoolawah railway station. c. 1920.   *John Oxley Library*

cattle sent from Esk in drought time of 1899. The Commissioners were surprised that two of Esk's timbermen, Carl Blank and Lars Andersen, did not recommend the extension from Esk but rather that from Kilkivan to Nanango.[19]

Plans of the 16m 8c 32lks north of Esk towards Colinton were approved by Parliament on 21 December 1900; the line was expected to cost £61,235 and would be constructed by day labour. The Legislative Council Select Committee heard evidence from the Commissioner, the Chief Engineer and J.H. McConnel. McConnel emphasised his condensed milk factory and the problems with cartage of milk for long distances by road. The Railway Department knew that the line could not pay in the early years but that the extension would attract more dairy farmers and more cattle traffic, the area proving to be excellent fattening country. In six months to 1 December 1900 Baynes Brothers, Birt and Co., and Redbank Fat Cattle Company railed 37,532 cattle from Esk.[20]

Construction of the Esk to Colinton Section commenced in March 1902 and progressed well with eighty-four men employed. On 24 February 1902 A.G. Donaldson was Timekeeper, R.F. Arnott Assistant Engineer, and P. O'Donoghue Temporary Engineer. Resident Engineer, at £350 per year, was H.W. Parkinson. Dr Blanchard was appointed Medical Officer on 1 August 1902 at £250 per year. Platelaying began from Esk and was complete by 1904. A total of one hundred men and eighteen

horses were employed; wet weather held them up in places. The line to Toogoolawah was completed and open for public traffic by 8 February 1904. The engineers tried using earthpacking under the sleepers instead of ballasting but the large amount of clay necessary prevented good drainage. At first the workers came from Brisbane but a large number of Mt Beppo farmers obtained work in 1903. The McConnels claimed royalty on the timber felled and hauled through their property and received £25 compensation for disturbance to the land. A corduroy access road had to be constructed across a swamp from the railway at Toogoolawah to the Main North Road.[21]

McConnel was very keen to start cattle traffic immediately the line opened in November 1903. When the line was opened to Toogoolawah the station building and timber siding were not complete. A shelter shed had been removed from Exhibition Grounds in Brisbane to Toogoolawah. The names of the stations at 76m 18c and 78m 65c, Newton and Cressbrook were changed to Ottaba and Toogoolawah respectively. McConnel was keen for the train time-table to be changed so that the coach could reach Nanango in one day but the Commissioner's idea was that the best train days coincided with the days the newspaper was issued in Ipswich instead.[22]

The opening time-table for Ipswich to Toogoolawah provided the following mixed train service:

	Mon. Wed. Sat.	Tu. Th. Fri	Mon. Wed.	Sun.
Ipswich	8.20am	2pm	6.55pm	7.05pm
Fernvale	9.35-40	3.15	8.05	8.15
Lowood	10.10	3.40	8.25	8.35
Esk	11.45-12.05	5.20	9.55	10.05
Cressbrook	1.05pm			

	Tu. Th. Fri.	Mon. Wed. Sat.	Mon. Wed. Sat.
Cressbrook			1.35pm
Esk	6am	7.45am	2.35-50
Lowood	7.20-5	9.10-20	4.15-25
Fernvale	7.52	9.40-5	4.50
Ipswich	9.10	11am	6.10

The line was opened a further four miles to Moorabool on 1 September 1904 and the Toogoolawah services were extended to the new terminus, arriving at 2pm and departing thirty-five minutes later, arriving at Ipswich at 8.05pm. These times were inconvenient for passengers on the Nanango coach who had to travel over a rough road in darkness.[23]

McConnel and Moore suggested the station names. The name Handley, after the Murrumba dairyfarming family, was suggested originally for Newton, which became Ottaba. McConnel suggested Bakewell, after a village in Derbyshire, for the town they were surveying around the Cressbrook station. But the Department favoured Aboriginal names so McConnel suggested Toogoolawah, the Aborigines' name for the McConnel's house at Bulimba in Brisbane. The Moore family name was given to the railway station, and to the town previously known locally as 'Stanley Gate'.[24]

Esk really prospered during the railway construction. The cafes and hotels were packed for meals. The Carew sisters did marvelously well and then stayed for sixty years. At Cressbrook F. McNamara managed a store for Thompson and Francis while J. Deveney ran a small portable store which catered for workers on the railway line.[25]

The government built the railway to Moorabool (renamed Kannangur meaning 'thirsty' in 1906, and Yimbun in 1914) and stopped before the high country. Plans for Moorabool showed an engine shed at the end of the fork, timber and goods shed sidings and dead end to the loading bank. The stationmaster was extremely busy in 1907, during the time that Colinton Condensed Milk Factory was constructed, having to service the carriers to

Nanango as well as do post and telegraph work. In 1907 Moore and Harlin residents — William Marlow, G.A. Wittington, M.A. Wittington (carrier), Michael Leo, R.B. Tucker, T.O'Sullivan, C. Morrison (storekeeper), W.L. Wittington (carrier), W. Kemp, James Higgins (baker), Fred Clark (carrier), G.P. Crook (fruiterer), A. Olsen (mill manager), William Patterson, Brown and Broad Ltd, A. May, F.L. Mitchell, and John Davidson of Colinton — successfully petitioned for a crane to assist in unloading. Thirty-four cases of iron and a seventeen hundredweight safe had recently been received and the remainder of the machinery for the Colinton Condensory was expected in the first three months of 1907 and then the traffic would cease.[26]

Settlers hoped that the line would be continued immediately. However the ascent of the Blackbutt Range proved an obstacle. Whilst a sure and efficient route existed in local residents' folklore nothing was done. Petitioners were active and sawmillers, George Brown, Managing Director of Brown and Broad Ltd, Charles Nisbet of Moore sawmill, W. Hancock, Lars Andersen, F.A. Spann, and D. Garvie were prominent in deputations. The Railway Minister and Cabinet were persuaded by the fact that an extension of the Brisbane Valley line would tap more timber reserves than an extension from Kingaroy direction. Sawmillers Queensland Pine Company and Millars' Kairi and Jarrah Company lobbied the Commissioner in 1905. Commissioner Thallon travelled up the Valley in early 1906 recording that most of the timber output was railed through Kannangur and recommended that Kannangur to Moore, thirteen miles, seventeen miles to Blackbutt and twenty-five miles to Nanango be built at a cost of £230,000. In a meeting on 9 January 1907 on the *S.S. Lucinda* (the only means of travel then to north Queensland) the Minister decided the railway was to continue as far as Blackbutt.[27]

Plans for twenty-eight miles to Blackbutt were introduced to Parliament on 13 March 1908. The route followed the Brisbane River to Oaky Creek, avoided Balfour Gap, ascended the range by following Oaky or Blackbutt Creek to its source with ruling grades of 1 in 50 up, 1 in 60 down to 75 miles, and 1 in 40 on the straight with many five and six chain curves. There were bridges over Maronghi, Emu, Wallaby, Boundary, and Greenhide Creeks. The total cost was estimated at £170,842. A Select Committee of Turner, Annear, Jensen, Murphy and O'Sullivan, MMLA, reported in favour and the Legislative Council passed the motion on 1 April 1908.[28]

The line was built under the guarantee system
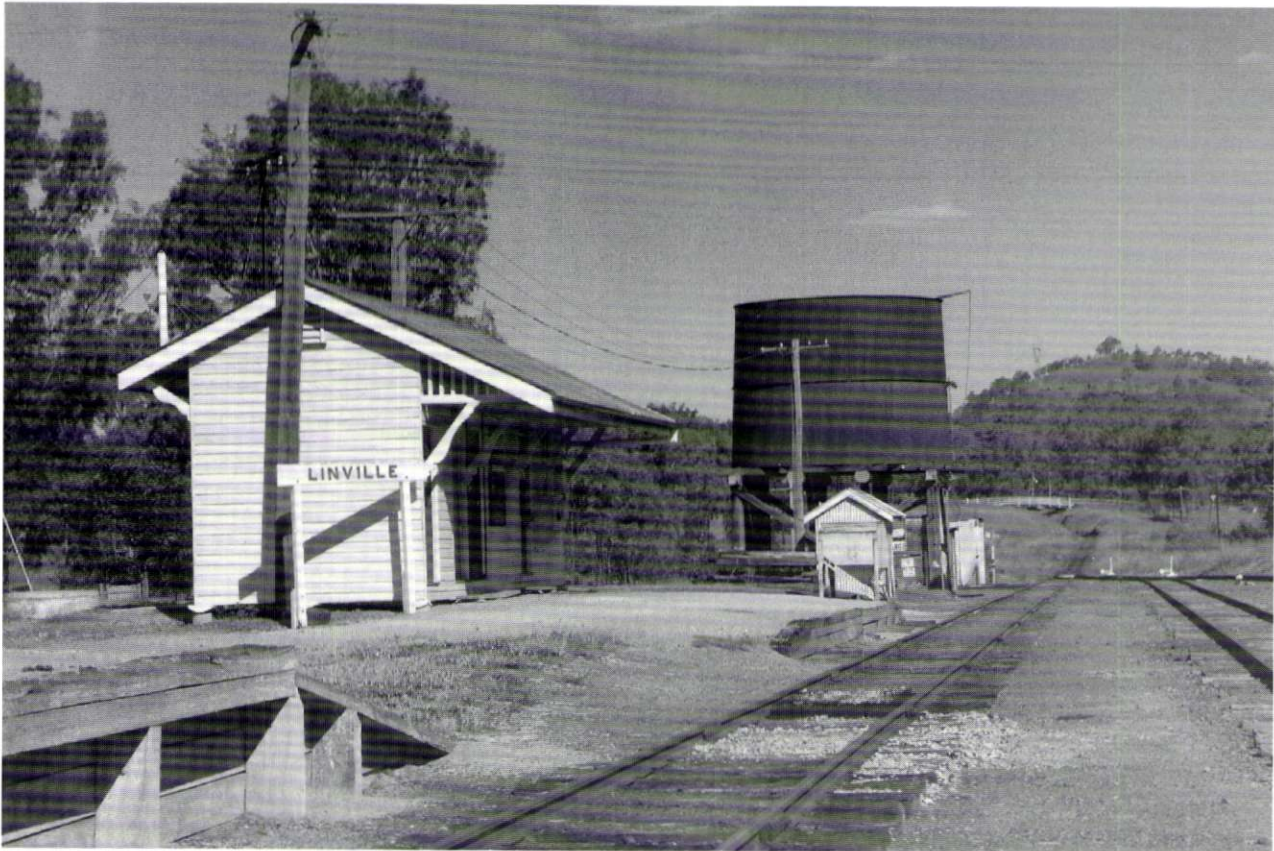
Linville railway station. 1987.

Terry Conway

with Esk, Nanango, and Crows Nest Shire Councils contributing. Ratepayers were unhappy at the impost of the guarantee. Mooretown and Colinton Progress Associations and the Harlin Branch of the Queensland Farmers Union met in October 1913 to protest against the 3d. in the pound rate that Esk Shire ratepayers in the northern end of the shire had to pay for the railway. Construction was retarded by lack of men and funds. Sanitary conditions on construction sites were almost non-existent and there was a strike in 1909. Bundaberg Foundry supplied the cast iron girders for the bridges for £1,061. Queensland Pine Company bought a freehold block close to Harlin in August 1909 to supply their Indooroopilly mill. Construction trains ran to Harlin conveying goods in May 1910 and to Nurinda for the Condensory in July 1910. An Excursion train ran from Linville to Pinkenba for the opening on 22 November 1910, departing Linville at 5.30am. At Pinkenba the *S.S. Lucinda* took passengers to the bay returning in time for the 5.30pm departure. H.P. Somerset, MLA, travelled on the train. The line to Benarkin cost a total of £203,363 but the opening was postponed because of rain until 8 May 1911. It quickly became a very busy timber line with four of five trains down the line per day commonplace.[29]

The timber industry was so profitable that in July 1910 a trial survey was made to Yarraman. Plans for the 15 mile extension were laid on the table of Parliament on 13 December 1910. The matter was referred to a Select Committee of Clewett, Fahey, Murphy, Stevens, O'Sullivan and A.H. Barlow, MMLA. They found the estimated cost would be £84,735 plus £4,500 for rollingstock. The Commissioner strongly recommended the line because it would tap so much timber and was likely to be profitable immediately. Construction by day labour began in June 1911. The line from Benarkin to Gilla was opened on 19 December 1912 and to Yarraman Creek on 2 May 1913.

For the opening to Gilla a special train ran with seven members of Parliament and three pressmen in special car 327, with carriages for the public. For the opening to Yarraman the Minister for Railways, W.T. Paget, Chief Engineer N.G. Bell, Inspecting Engineer Fraser, and Resident Engineer on Oakey to Cooyar, Sterling, rode across to Yarraman to meet the train from Brisbane. A banquet was held that evening. Naturally a deputation was there to lobby for the extension to Nanango.

With the opening time-table through to Gilla there was a goods train Monday to Saturday, and

passenger trains on Monday, Wednesday, and Friday, taking five hours thirty-five minutes to reach Ipswich. Maximum speed between Ipswich and Linville was 25mph, Linville to Benarkin 18mph for passenger trains and 12mph for goods trains, and Benarkin to Yarraman Creek 40mph. The types of locomotives which operated on the line were of the B13, PB15, B15, and, from 1933, C16 and C17 classes.[30]

Station facilities varied according to traffic — predominantly timber, cattle, dairy products, and agricultural produce. All the main stations had timber sidings and cattle yards. These have been removed as both industries declined and road transport took over. Traffic also fluctuated according to state road tax levels. In the 1930s heavy vehicle road tax forced timbermen back to the railways and in 1934 a new loop line was constructed at Yarraman to cope. Pilfering from railway trucks was also common in the depression.[32]

Although the Railway Department responded slowly, the changes at each station illustrate the economic history of the Brisbane Valley.

By 1884, the goods and shelter sheds at **Fernvale** were insufficient to handle the available traffic. Cattle yards and a guard's cottage were provided in 1887 and a loop siding in 1888. The yard was crowded with logs of cedar and pine while chaff, corn and pumpkins were loaded by five ton crane at the timber stage and loading bank. The Esk end, with its trucking yards, was the busiest. These were the heydays of the station. It was quite difficult for shunting because of the 1 in 66 grade and the QME cattle buyer always had to help with the shunting on sale days. After the timber stage was dismantled in 1910 the sixteen teamsters, John Reid, George Cronau, Harry Hine, Thomas Hine, P.M. Denman, J.D. Reid, G.H. Hay, Thomas Reid, A. Hay, F. Bischoff, Robert Gardiner, J.R. Gardiner, H.P. Hine, W.R. Harris, Sid Gardiner and Lawrence Harris, had to snig logs in the yard.

As transport patterns changed business declined markedly. Traffic in agricultural produce waned after the first war. The station master and night officer were withdrawn in 1967 and it became a totally unattended station from 18 June 1968, after the trucking yards were withdrawn. The station building was sold for removal in 1985.[32]

Lowood, being the first terminus, had an engine shed in 1885. The first station master was James Spresser. He spoke German and in 1886, after his transfer, was replaced by '(would you believe it, Mr Editor?) a woman who furthermore does not speak German', wrote a local farmer in the *Queensland Times* on 26 August 1886. The timber stage and loading bank were erected in 1887 and a Ladies Room the following year. There were always complaints that the entrance to the yards were on the wrong side. When the Governor Sir H.W. Norman visited in 1896 he alighted from his special train only to find his welcoming party stranded on the wrong side of the line by the train blocking the level crossing. There were also Refreshment Rooms for a few months in 1910.

Lowood was a market town where farmers railed huge tonnages of hay, corn, vegetables, and onions. The development of the dairy industry at the turn of the century stimulated a rapid increase in traffic. In September 1900 138 tons of produce, 627 pigs and thirteen tons of butter were despatched. Tickets were sold to 382 passengers that month and the numbers steadily increased. The real produce boom was during the 1940s when farmers crowded the railway yards daily. Produce merchants Walters and Profke took over the old butter factory and the siding in 1944. The record was 15,160 tons of produce railed in 1946, 3,300 tons better than 1945. The record day was 8 November 1945 with 384 tons of loading; 2,662 tons were railed that month. A substantial 100 foot long loading bank was constructed in 1946 with fifteen foot end ramps to cope. October 1949 was the record month with 2,788 tons loaded. A special train ran almost every day at harvest time to clear the loading.

Improvements in roads and heavy transport considerably reduced railway loadings of produce throughout the 1950s and the Esk Shire Council bulldozed, levelled, topdressed, and bituminized the railway yards in 1963, when a new road was put through the yards to the Lowood State and High Schools. The fork line was removed in 1984.[33]

Coominya was known as **Bellevue** until 28 September 1905. Lumley Hill, owner of 'Bellevue' and colourful pastoralist, mining investor, and Parliamentarian (Member for Gregory and Cook) requested the Railway Department to change the name because of confusion with his property. He suggested the pleasant sounding Aboriginal name, Coominya, meaning 'Where is the water?' — because there is no surface water in the immediate neighbourhood.

A shelter shed was erected in 1886 and loading bank and timber stages were installed in 1888. The platform and shelter shed were removed to the opposite side of the line, a loop created, and a goods shed erected in 1891. Coominya was opened in March 1914 with a stationmaster in charge to enable opposing trains to pass.

Esk stationmaster's house. 1987.   *Terry Conway*

F.E. Barbat and Sons, sawmillers, had a dead end siding from 1913 to 1917, when the mill was taken over by Pattersons Ltd. G.L. Houston had a private siding from 1925 to 1930 and sawmiller A. Bunney owned the siding from 1930. N. Nixon and L. Montgomery and V.D. Mackeri also used it during the 1940s and 1950s. Coominya had trucking yards from the turn of the century until 1968. The night officer's position was abolished in 1967 and Coominya ceased to be an attended station from 14 September 1969. In 1983 when the Railway Department was considering selling the empty station building Crs Nunn and Barram persuaded the Esk Shire Council to request that the station be retained to complement the preservation work done by the National Trust with Bellevue Homestead. The Railway Department agreed and the Council arranged a lease with the Coominya Progress Association who are restoring the building.[34]

Esk station opened with a station building, fork, telephone, cattle and sheep yards, water tank, pump and boiler house. The carriage and engine sheds from Lowood were moved to Esk and a timber gantry, loading bank, and weighbridge were installed by 1888.

Private pig yards were built by the Esk Central Pig Yard Company in 1900 on leased railway land. The Railway Department bought the yards in 1902 for £40 when railings were 250 pigs per month. At that time Esk was booming because of the timber and dairy industry. Sawmillers (Blank Brothers and Lars Andersen) also had their own sidings. Before the line was opened through to Toogoolawah 391 cases of condensed milk were railed from Esk. In one week in early 1904, 391 cases were railed plus 2,010 gallons of cream sent to the QME factory at Pinkenba as the Esk butter factory had not yet opened. The station yard was constantly busy with timbermen loading pine logs and sawn timber. Bullocks, horses and traction engines jostled for positions beside flat rail waggons.

Esk had Refreshment Rooms from 1912 when Mrs F. McDonald tendered £120 for the lease. In 1912 she supplied dinners for 140 men transferred from Roma district to lay track on the Benarkin-Yarraman extension. The Department took over the rooms from 1917 to 1923, in 1928, and from 1937 to 1949 and lessees held it at other times.

The carriage shed was removed in 1928. Lighting the approach to the station was always a problem

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and in the mid 1930s the Shire Council eventually installed an electric light. During the construction of the Somerset Dam a co-ordinated bus service was provided from Esk. The construction authority, the Bureau of Industry, also had a siding at Esk from 1935 until 1953. Esk station has been reduced in status with the decline in traffic; the removal of the pig yards at the beginning of 1977 and placing out of use of the Esk Co-operative Dairy Association Limited siding at the beginning of 1978 signalled the end of an era in the Brisbane Valley.[35]

When the line opened **Toogoolawah** had a station building, loop siding, and cattle yards. A siding was put in at 78 miles for Nestle and Anglo Swiss Condensed Milk Company in 1903 and this was extended in 1913. The siding remained after the factory closed in 1929, and was used again by Nestles during the war; it was removed by 1952. In 1931 Toogoolawah station had its Night Officer position downgraded to a Porter and in 1932 small pig trucking yards were erected on a siding in the station yard. A short siding was put in for the railmotor in 1928, a turntable in 1935 and a forkline in 1939. The turntable was removed in 1953. From 1914 to 1961 the sawmill had a siding at 79 miles, operated by Lars Andersen, Teske, and Doak successively.[36]

Toogoolawah's longest serving railwayman was George Launder who was stationmaster for thirty-three years and an Esk Shire Councillor for nine years between 1943 and 1952. He retired in 1937 after forty-eight years in the Queensland Railways. He served at Beaudesert, Roma Street, Caboolture, Cairns, Rosewood and Yeerongpilly before he opened Toogoolawah station as a terminus station. He was a solid union man, being Secretary of the Queensland Railway Employees' Union in southern Queensland between 1901 and 1904 and first Railway Union delegate to the Queensland Eight Hour Union. He was also an active member of the ALP, a member of the Railway Ambulance Corps, and engaged in temperance work having joined the Good Templars in 1891. Sport, especially Rifle Shooting, and activities of the local school committee filled his spare time.[37]

Harlin opened in 1910 as a gate, meaning that it had a porter or station mistress only. There was a timber stage, pig yards, and loading bank. In 1908 thirty-three farmers applied for the siding to be at Jimmy's Creek because it was opposite the river crossing but the Chief Engineer was unmoved because there was already a township at Harlin, where the main construction camp had been. By March 1912 4,400 gallons of cream were being despatched monthly by train. Cream cans often sat in the sun on the platform before despatch, and farmers and the Department of Agriculture and Stock complained but a cream shed was not constructed until the 1930s. In the summer of 1911 the Railway Department had sent a truck for cream delivery to the factory. Cattle, pig, and sheep yards were provided in 1925 to handle increasing traffic, a crossing loop was constructed in 1941, enabling trains to pass at Harlin. The stationmistress was withdrawn from 21 October 1963.[38]

Nurinda was named in December 1909 after the Aboriginal word for 'emu'. The station served the Standard Dairy Company's condensed milk factory and after it closed in 1921 huge loadings of milk cans went from Nurinda to Nestle's condensory at Toogoolawah. Cattle and sheep yards were provided in 1923 as some farmers changed over to cattle fattening. The goods shed was removed in 1947 and on 3 October 1960 Nurinda lost its stationmistress. The siding was removed in April 1969 and the station building was removed for use on the coal line south of Bundamba in 1975.[39]

Moore was named in July 1910 after the Moore family who owned Colinton property. In 1908 there had been some debate over the station site. Residents, including George Brown of Brown and Broad, sawmillers, and H.P. Somerset, MLA, preferred the site opposite the sawmill; the mill offered a strip of land on condition that the Railway Department provided a siding to the mill. The Chief Engineer, Pagan, preferred a flatter site out of town. Moore had a goods shed and platform. Shelter shed, cattle yards, and loading bank were added soon after. A cream shed was provided in 1937. The stationmistress was withdrawn at the beginning of 1964, the third one on that line to close in the government's cutbacks of 1963-4.[40]

Linville opened with a station master in charge and had a crane and livestock yards; until 1972 it also had a turntable. Timber and cattle were the main commodities and specials operated as required to move cattle from the Mount Stanley area. Fox and Sons, sawmillers, tried valiantly in 1915 to obtain a siding to their mill. Linville had crew based there until 1931 when the railmotor service began and the crew, J. Moore (driver), E. Pratt (fireman) and R. Diamond (guard) were transferred to Ipswich. The cattle traffic ceased during the 1970s as cattle buyers were able to provide semi-trailer transport right from Mt Stanley properties to the abattoirs. Linville was downgraded in the seventies; the stationmistress was removed from 9 April 1984 and the livestock yards in 1987.[41]

Although Benarkin, Blackbutt, and Yarraman stations were all outside the Esk Shire, they served

Napier 35HP Railmotor which transported milk from Linville to Nestle's Toogoolawah condensery in 1921–1922. *John Oxley Library*

sawmills owned by Lars Andersen, Brown and Broad, Queensland Pine Company, and the State Government. In 1914 **Benarkin** was the terminus with locomotive and carriage sheds, a water tank, turning fork, cattle yards, and goods shed; it was first known as Blackbutt even though the station was situated some distance away at a site known as Well Hole. The Aborigines called this site Nanguyah but the Aboriginal word for Blackbutt tree, 'Benarquin', was chosen and gazetted on 22 December 1910.

The station at **Blackbutt** township had a goods shed, siding, shelter shed, and gatekeeper. A stationmaster was appointed from 10 February 1913 and pig-trucking yards were constructed in 1949. Blackbutt has been unattended since late 1965 and, after a new time-table was introduced in 1967, trains no longer met at Blackbutt. The goods shed was removed in 1967 and the trucking yards in 1970.

Beyond Blackbutt were Nukku, Gilla, and Pidna. **Yarraman** was known as Yarraman Creek until 1935. On opening all the facilities of a terminus, including carriage and locomotive shed and camping quarters, were constructed. Sheep yards were constructed in 1928, and since 1933 cattle and pigs have also been handled. Yarraman has had extensive tanks for fuel since the second World War and fuel was the main traffic in the 1970s until it was transferred to road transport from Toowoomba in the early 1980s.

Queensland Pine Company established its Yarraman sawmill in 1912 and a siding linked the mill with Yarraman station yard. The company investment really established Yarraman town by opening a hotel, managed by Gus Tooney. On 1 August 1913 a special train brought the Governor, Sir William MacGregor, the Minister for Agriculture and Stock, J. White, Under Secretary for Education, J.D. Story, and Managing Director of Queensland Pine Company for the opening of the pulp mill. The company sold the sawmill to the Forestry Board on 23 June 1926 but their railway siding existed until 1973.[2]

Traffic on the Brisbane Valley line comprised predominantly timber, dairy and agricultural produce. Before the advent of the reliable family motor car and good roads the railway was also the chief means of public transport. There were constant complaints about time-tables, especially from commercial travellers wanting convenient departure times from Esk and Toogoolawah. Initially passengers mostly travelled in carriages attached to the rear of goods trains, most commonly known as mixed trains; there were few purely passenger trains. There had been a small 'goods motor' (converted wagon) service operating on Mondays to Saturdays from 29 August 1921 to 26 November 1922 to bring milk from Linville to Nestle's condensory at Toogoolawah after the Colinton condensory closed. It even ran a service on Sundays — departing Toogoolawah at 9.05am

Yarraman Railmotor RM73 at Esk on 27 November, 1963.   *John D. Kerr*

and arriving at Linville at 10.10am and arriving back at Toogoolawah at 11.35am. That motor was transferred to Malanda on the Atherton Tablelands in November 1922.

There was a marked improvement when the railmotor service to Toogoolawah commenced in 1928. It departed Toogoolawah at 8.30am on Monday to Saturday except Wednesdays and arrived in Ipswich at 12.30pm, returning to Toogoolawah at 9pm after leaving Ipswich at 6.05pm. From 3 December 1928 it ran right through to Brisbane. Another service was commenced to Yarraman on 18 May 1931. The time-table allowed for a refreshment stop of twenty minutes at Esk, having departed Yarraman at 8.35am and arriving at Brisbane Central at 3.15pm. The return trip departed Central at 6.50am and arrived at Yarraman at 1.30pm.

The Railway Department was constantly wary of road passenger services to Ipswich, especially services offered by Joseph Bailey, Ellvesens, Alfred Tracey, and W.H. England in the 1920s to Ipswich and Brisbane. In the thirties there was also

Glanville and Willis's coach from Murgon to Brisbane on Monday, Wednesday, Friday, and Saturdays which returned on the other days. These road operators were obliged to obtain licences from the Ipswich or Brisbane City Council and to pay Heavy Vehicle Tax to Esk Shire Council.[43]

In the 1940s and 1950s the railmotor was well patronized; in 1951 Lowood people complained of over-crowding especially on weekends. A new railmotor was introduced to the Toogoolawah run in April 1959. While the number of passengers on the Yarraman railmotor was minimal because of the faster Glanville's coach service, the Yarraman service lasted until 8 January 1967, operated by 102hp red rail motors. The passenger train from Ipswich to Toogoolawah on Friday nights was reduced to C17 loco and van — the last regular steam hauled passenger train in Queensland. Today the stainless steel railcar service to Ipswich and Roma Street is still well used by commuters, especially from Lowood to Ipswich.[44]

Day goods trains always carried cream and seldom ran to time because the guard had to load.

Farmers were severely affected by the August 1925 railway strike; during the strike motor lorries took mail to Ipswich and carted cream to Booval and Kingston factories, but Buaraba dairymen could not get their cream to any factory. Logs were locked up at railway sidings so that sawmills could barely continue. Businessmen, farmers, and railwaymen, having suffered loss of produce or wages, were jubilant when it was called off.[45]

Traffic was heavy in the 1930s and 1940s. Twenty-one trains, including a circus train (five cattle specials and extra timber trains), were handled through Esk in one thirty-hour period in June 1934. In 1937 up to three extra trains were run to Brisbane each day with timber. Lowood consignors often complained of lack of waggons during the 1940s and early 1950s boom. A whole trainload of produce was often stored in the goods shed because there were no waggons to take it. And during wartime a plain clothes constable was often sent on Brisbane Valley goods trains to cope with ticket evaders![46]

Linville to Yarraman was laid with 60 pound rail but the 41 pound rail and light-standard bridges below Linville restricted the line to B15 class engines. Expenses for the line were unduly high because of heavy grades and light bridges but it was not upgraded until 1931-1932. This was done under Relief Labor conditions to enable C16 and C17 locomotives to use the line. The first diesel locomotive service on the line operated from Ipswich to Yarraman in May 1967. A forty-one ton diesel hydraulic Walkers locomotive hauled a 217 ton test train from Roma Street to Yarraman, seven tons more than the C17 load. Sixty ton diesels first operated on the line in March 1969.[47]

The traffic on the line has dwindled to all but the railmotor from Toogoolawah to Brisbane. Otherwise the services are two goods trains travelling at night to Yarraman per week, and another on Wednesdays to Linville. Revenue traffic is minimal with timber, agricultural produce, cattle and fuel going by road. The line survived the railway closures of the 1960s and the 1974 flood, when a railmotor was isolated at Toogoolawah. In recent years the line has hosted many Australian Railway Historical Society steam train excursions, including the train for the annual 'Eskhibition' and, in 1986, the centenary of the opening to Esk. The line provides employment in the shire but has an uncertain future.

Flooding

Major floods in 1889, 1893, 1924, 1931, 1955, 1967, and 1974 damaged the line, blocking traffic. In the floods on 19 July 1889 a small section between Lowood and Fernvale was submerged and thirty chains were submerged on the flats on the southern approaches to Fairneyview. There had already been a slip near Lowood in 1887, halting traffic for ten days; a retaining wall had to be built. There was another closure in 1890 when the mountainside sank rather than slipped. The *Queensland Times* reported, 'It is a surprise to everyone that the whole concern (railway and road) did not go into the river'.[48]

The 1893 flood caused severe damage to the line between Fernvale and Lowood, requiring a deviation around an extensive slip along the Brisbane River. The main damage was nearly opposite Captain Vernor's crossing where a long section was washed out so deeply that the new rail line had to be built closer to the river. Until mid March 1893 passengers had to walk to meet another train on the Lowood side; many local farmers worked to repair the line.[49]

On 15 January 1898 the 6.15am mixed from Esk to Ipswich returned to Esk because the Brisbane River at Fernvale was up to forty-seven feet and the line was impassable. On 24 February 1898 another slip occurred at Lowood; a special train went out from Ipswich taking men to clear the line and meeting the train from Esk — passengers walked around the gap! Another land slip occurred on 7 March 1898 at Lowood, blocking traffic for a day. There were also slips in 1950 and 1953.[50]

In mid-November 1924 a cloud burst brought ten inches to the Toogoolawah area. Yimbun to Toogoolawah was quickly under two feet of water. In the 1931 floods the bridge near Nestle's Toogoolawah factory was two feet under water. Up trains did not pass Esk on 5 February.[51]

The 1955 floods cost the Railway Department £12,843 in repairs. Services beyond Harlin were suspended from 29 March to 29 August pending restoration of the Emu Creek bridge which had been washed away. A new timber bridge was built and the old steel and concrete bridge was dismantled and reused by the department.[52]

No trains operated on the Brisbane Valley Line between 25 January and 27 May 1974 because of flood damage to the line in several places. Railmotor 2009 was stranded at Toogoolawah, as were two petrol tankers and a tractor crane at Yarraman, six timber waggons at Benarkin, two camp waggons at Esk, and sundry four wheelers along the line. There was considerable doubt that the line would be repaired and reopened because the $60,000 estimate for repairs was far greater than the annual revenue. A petition for reopening of the line attracted 1,000 signatures in

Toogoolawah (population of 850). Together with Esk Shire Council support the campaign was successful and MMLA Dr L. Edwards and W. Gunn announced in a joint statement on 28 April 1974 that the line would be repaired. Next day locomotive 1604 hauled the first work train on the branch to Lowood. The main washaways were at the Fairney Brook bridge and at 23 miles 30 chains between Clarendon and Coominya. The first train to work through to Yarraman was hauled by DH23 on 27 May, reopening the line to revenue traffic[53]

Road Transport

Most local authorities have always been hampered by insufficient funds to provide proper roads. Esk Shire Council raised extra local funds through a controversial wheel tax; after 1900 there were so many bullockies using the black soil roads that Council was faced with heavy repair bills when they did not even have any mechanical road-making plant. There were at times so many bullocks to be extricated from bogs that in 1906 Crs Conroy and Varley persuaded Council to limit the number of bullocks that could be used in teams to extricate bogged waggons — there was one instance of sixty bullocks being used.[54]

In 1907 Charles Lumley Hill of Bellevue became the first motor car owner in the district, and he showed it off by motoring to the Lowoood showgrounds. Council soon had to formulate by-laws governing the speed of motor vehicles and this produced much debate over desired speeds. In November 1912 Council decided that the maximum speed should be 12mph reduced to 4mph at intersections, with a fine of £10 for non-compliance. Teamsters had to contend up to two dozen bullocks, all easily frightened by both motor cars and traction engines. Traction engines had a reputation as firebugs, and spark arrestors were compulsory on traction engines by 1913. However there was no great surge of car buying until the mid thirties.[55]

The first application for a licensed motor bus in the Shire was from C.H. Carter to run a bus from Lowood to Ipswich in 1925. However, as it was necessary to have a permit to travel in each local authority area he could not drive into Ipswich. The well-known coach services through the Valley have been Bailey's and Glanville's. From 1926 Joseph Bailey ran his daily service car right through to Brisbane, starting at 7am at Toogoolawah and arriving in Brisbane at 10am using Barnes Auto on North Quay as agent and depot. There was an extra afternoon service on Saturdays and fares were 10s. from Toogoolawah to Brisbane and 8s. 6d. from Esk. Bailey's brother-in-law, Perce Yates, drove

one car, and the firm often had three cars on the road; his Packard was also available for hire by picnic groups and sporting parties. High road tax under the *Transport Act* and competition with the railway beat him and he had to discontinue the service in October 1935. The Bailey family continued the service during the war with Mrs Sarah Bailey running the taxi service in Esk, meeting all the passenger trains. Glanvilles have operated a popular and efficient daily service since the war through the Brisbane Valley and up to Goomeri, Gayndah, and Monto.[56]

Air Transport

The 'Wunder Wunder', a Brisbane Airways plane, was the first aeroplane to land in Lowood. It touched down behind the Police Station in early October 1930. 'Scamp' White of Eskdale station bought a gipsy moth plane from Britain at the start of the depression; the well-known airman, C.W.A. Scott, had flown it on a record breaking flight from Britain to Australia and landed it at Eskdale in May 1931.[57]

Amidst world-wide excitement about inter-continental air flights there was considerable interest shown in aviation in the Brisbane Valley during the early 1930s. As early as November 1928 the Australian Aero Club had requested information from the Esk Shire Council about landing grounds and the Stanley District Chamber of Commerce was keen to establish a local landing ground. By 1931 both Esk and Toogoolawah had landing grounds which were inspected by V.H. Andersen, Inspector of Aerodrome Sites. Toogoolawah's airfield ground was obviously quite roughly appointed, with holes to be filled, but was licensed for D H 'Moth' Avro Avian planes. In similar style, Esk's landing ground was located on the racecourse. F. Sparkes and B. O'Day of Linville were keen to provide a landing ground on their property for distressed aeroplanes coming over the coastal mountains. These landing grounds were obviously well used in the 1930s by aero companies for leisure activities.[58]

During the war the several aerodromes were improved for the war effort, and in 1941 one costing £86,000 was constructed at Tarampa. A road was constructed around the Toogoolawah aerodrome and in 1944 the Council considered extending the Esk landing ground as a postwar reconstruction project. Both landing grounds have been used extensively since for leisure by city dwellers and the Ramblers Club at Toogoolawah have constructed an airstrip as well. Numerous landing strips have been constructed on private properties for use by graziers and investors with city and Valley interests.[59]
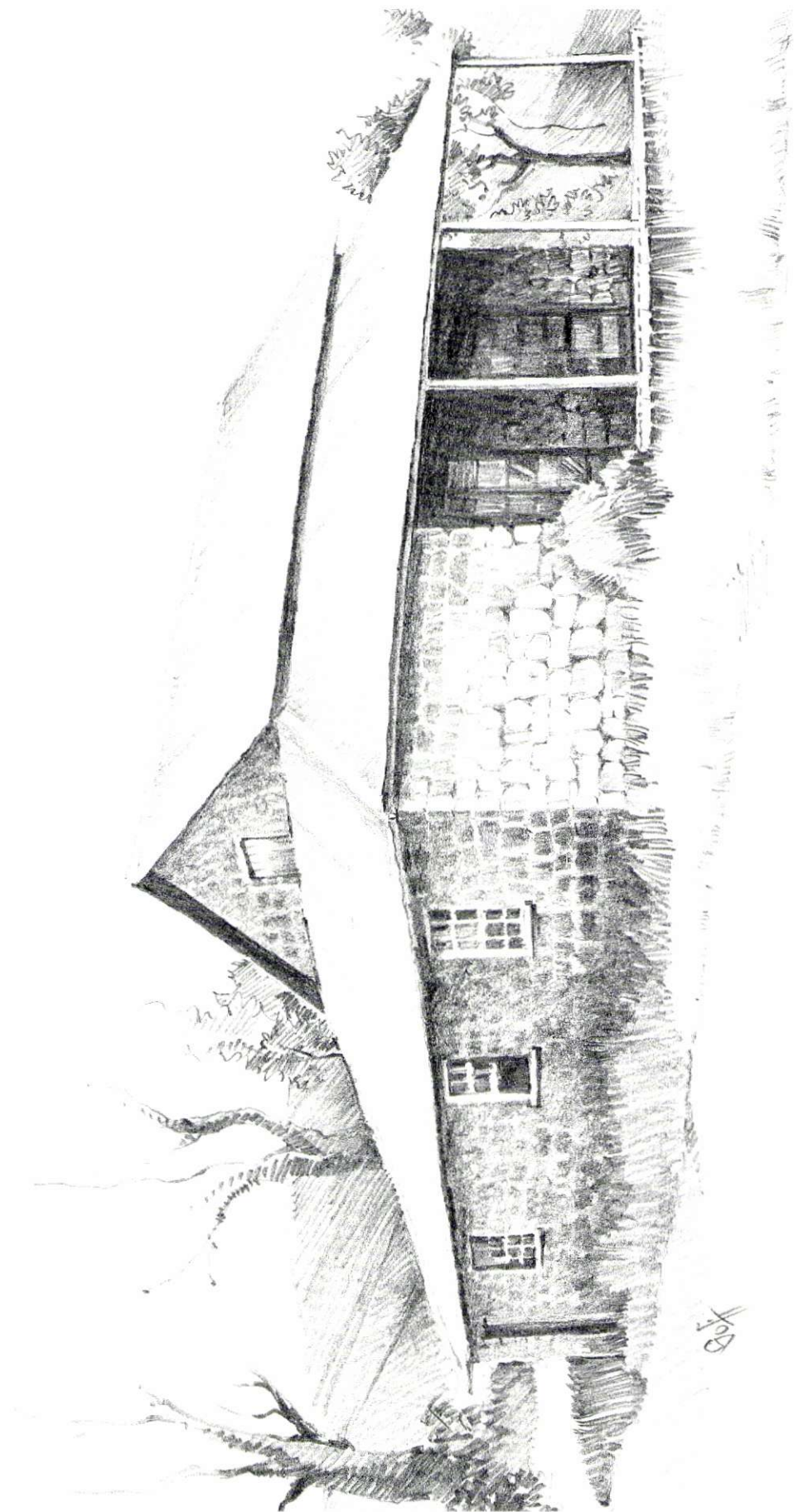
The Stone House near Colinton. It was valued at £500 when built in 1875–6 on Robert Williams's selection which he took up in 1874. Although the AJS Bank took over in 1879 it was a public house until 1880, post office from 1883 to 1900 and was a mail change on the Main North Road.

Sophie Thompson

ENDNOTES

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3. BC 27 August 1863 p2 and 25 July 1877 p3 c5.
4. QT 2 May, 19 September 1878; QPD Vol XXIX p247, Vol XXX pp977 and 1122.
5. QT 20 March 1880 p3 c4 and 9 October 1880 p3; Q 17 July 1880 p70; HB42, A/8847, QSA.
6. JLC 1881 Vol 2 p667; QPD Vol XXXV p414; QT 6 November 1881 p3.
7. QPD Vol XXVIII p1052; HB42, A/8,847, QSA.
8. Commissioner for Railways *Annual Report* 1880 p94 and p109, 1882 p118.; QT 7 October 1880; V&P 1886 Vol 3 p527; Letter of Chief Engineer to Commissioner for Railways, 8 January 1885, HB42, A/8847, QSA.
9. QT 17 June 1884; Q 28 June 1884 p1005 c1, Lowood 21 June 1884.
10. QT 26 and 28 June 1884; Working Time Tables of the Railway Department 2 November 1884 to 20 September 1885.
11. QPD Vol XLII p16 and Vol XLII p45; QT 10 May 1884.
12. HB46, A/8855, QSA.
13. *QT 29 April 1886.*
14. BC 10 August 1886 p5.
15. QT 10 August 1886; Q 14 August 1886 p267 c2-3.
16. BC 7 August 1886 p6; Q 16 July 1887 p87 c3-4.
17. QT 22 February 1890; QPD Vol LXXIV pp1,794-1,802.
18. QT 27 and 29 April and 21 October 1899; Q 27 May 1899 p996.
19. JLC 1900 Vol 3 pp1-38, 364, 366.
20. JLC 1900 Vol 3 p1545 *passim*; QPD Vol LXXXVI p2846.
21. CR 1902 p73 and 1904 p78; BC 7 and 10 October 1903; HB43, A/8848 and A/8849, QSA.
22. HB43, A/8848, QSA; QT 11 February 1904 p9 c1.
23. WTT 8 February 1904 and WTT 5 November 1904.
24. HB43, A/8848, QSA.
25. BC 12 October 1922 p11.
26. 07/1526, A/12352, QSA.
27. Batch 1B, A/8850, QSA.
28. PP 1908 (Session 1) pp625, 629; QPD Vol CI pp122, 195-196, 280, 442.
29. *Townsville Daily Bulletin* 23 March 1909 p5; QGG 19 September 1908 p585; DM 20 October 1913; Batch 17A, A/8852, QSA; *Weekly Notices* 103 and 111, *Maryborough Chronicle* 18 November 1910 and BC 23 November 1910; GG Vol CI p132; QT 2 June 1911 p6.
30. QPD Vol XVII p2848; CR 1911 p110; *Weekly Notices* 152 and 252; Batch 20, A/8854, QSA; WTT 1912; *Weekly Notices* 253, 394 and 397.
31. ER 20 January 1934; BVA 29 March 1933 and 17 January 1934.
32. QT 19 December 1985 p4.
33. QT 26 August 1886, 27 October 1896, 18 October 1900, 7 January 1913, 15 January and 25 July 1947 and 31 May 1963; CM 1 January 1947; *Esk Shire Directory* Vol 1 No 1 (July 1985) p8.
34. File 06/1726, A/12334, QSA; ESKM 24 and 28 June 1983 p3001, 28 July 1983 p3057, 23 August 1984 p3786 and 10 July 1985 p4215.
35. File 06/2689, A/12335, QSA; Batch 1B, HB45, A/8853, QSA; File 36/3097, A/12708, QSA; QPD Vol CXI p633; QT 6 February 1904 p3 c7.
36. Batch 17, HB43, A/8848, QSA; 36/3097, A/12708, QSA; CR 1903-1904 p79; ER 17 January 1931.
37. ER 31 July 1937.
38. A/8851, QSA; File 14/10942, A/12471, QSA.
39. Batch 20, A/8852, QSA; CM April 1969; *Sunshine Express* January 1975 p299.
40. A/8851, QSA.
41. File 15/9664, A/12498, QSA; ER 23 May 1931.
42. *Sunshine Express* August 1970 p308, June 1971 p97 and February 1973 p43; Batch 20, A/8852, QSA; *Wilderness To Wealth op.cit.*; BC 2 August 1913 p5; Q 3 July 1926 p29.
43. ER 23 May 1931; Batch 10 File 32/208, A/12634 and Batch 28, File 32/208, A/12635, and File 36/208, A/12703, QSA.
44. QT 21 June 1951 and 11 January 1967; BVS 24 April 1959.
45. QT 2 December 1922 p13, August 1925 and 12 September 1925 p12; ER 3 February 1934.
46. *ER 16 June 1934, 25 September 1937 and 10 October 1941*; QT 12 October 1949; CM 28 October 1952; BVA 29 September 1937.
47. QT 13 May 1967 p2 *et seq.*; CR 1931-1932 p.23; WN March 1969.
48. Q 27 July 1889 p178; QPD Vol LXXVI p1602; ; CR 1887 pp117, 122-123; QT 29 April 1890.
49. QT 14 March 1893; CR 1892-1893 p55; Batch 1B, HB44, A/8850, QSA.
50. Q 15 January 1898 p138 and 12 March 1898 p523; QT 26 February 1898.
51. *Croydon Mining News* 24 November 1924; ER 7 February 1931.
52. CR 1954-1955 p58; WN 15/1955; QT 19 April 1955 p1 and 31 August 1955 p1.
53. *Sunday Mail* 17 March 1974 p1; QT 6 March 1974 p22; *Sunshine Express* March 1974 p61, April 1974 p81, May 1974 pp97-98, June 1974 p120A and 121A.
54. QT 16 March 1883; ESKM 10 October 1906 p344.
55. BVS 31 May 1957; QT 6 December 1912 p7 and 19 December 1913 p7.
56. ESKM 11 March 1925 p660, 13 May 1925 p681 and 5 August 1925 p720; ER 7 January 1933, 12 May 1934 and 23 June 1934; Reminiscences of Ann Ryan in 1971 and held by Esk Shire Council Library in Local History Collection.
57. QT 14 October 1930 and ER 16 May 1931.
58. ESKM 14 November 1928 p658; QT 30 November 1928 p5; ER 29 August 1931, 12 September 1931, 5 December 1931 and 23 September 1933.
59. ER 19 September 1941 and BVA 24 September 1941; ESKM 8 November 1944 p493 and 13 December 1944 p500.