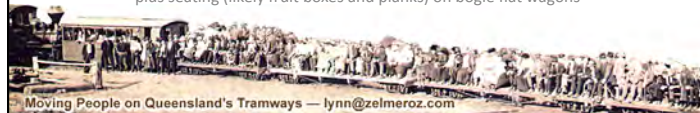


## Moving People on Queensland's Tramways

Lynn Zelmer

[QldRailHeritage.com/mrqc](http://QldRailHeritage.com/mrqc)

Below: Mapleton Tramway at Mapleton: 24' passenger-guards van plus seating (likely fruit boxes and planks) on bogie flat wagons



Moving People on Queensland's Tramways — [lynn@zelmeroz.com](mailto:lynn@zelmeroz.com)

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Mapleton Tramway John Henworth Collection

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## Tramway Acts (1882-1890)

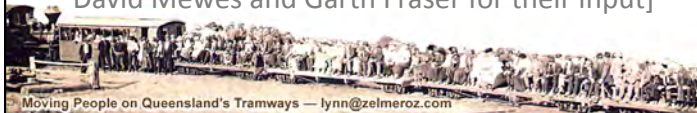
- 'authorise the construction, maintenance and working of tramways on public streets and roads in such a manner as to not impede ordinary traffic' [outside the municipality of Brisbane]. [Ozcase Qld]
- Sugar mills, mining, timber and construction companies, etc.; and various local authorities all operated light, narrow gauge railways under these acts.



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## Selected Tramways...

- Aramac, Ayr & Rockhampton (3' 6")
- Buderim-Palmwoods (2' 6")
- Innisfail-Mourilyan Harbour, Mapleton (2')
- Sugar mills (2'): both passenger & workers
- And some modelling hints
- [With special thanks to Greg Stephenson, David Mewes and Garth Fraser for their input]



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## Rockhampton Municipal Tramway

- 3' 6" gauge running in city streets 1909-1939
- French-built Purrey steam trams (inadequate electrical power infrastructure for a more up-to-date system)
- QGR also used to Lakes Creek and Parkhurst
- The only preserved Purrey steam tram operates weekly at Archer Park Rail Museum



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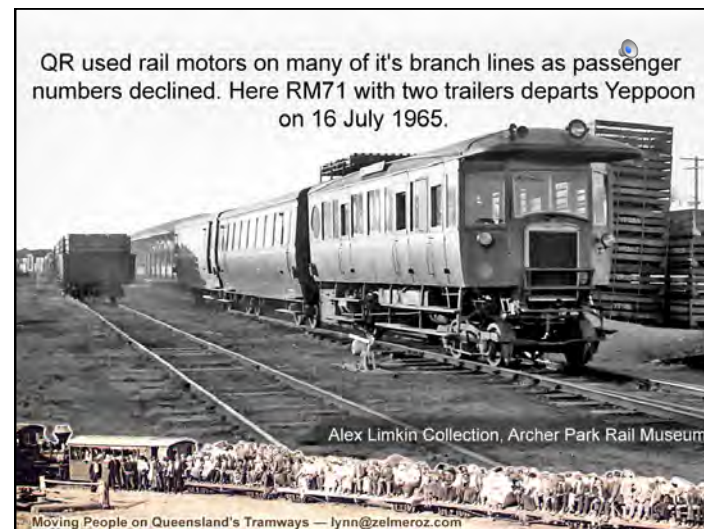
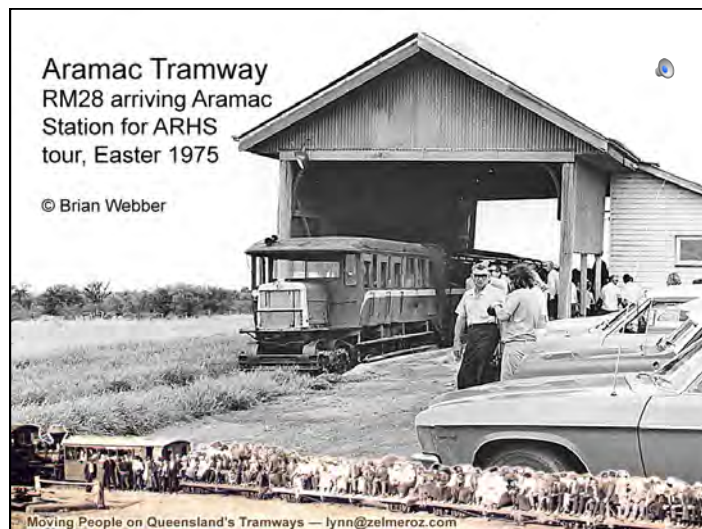


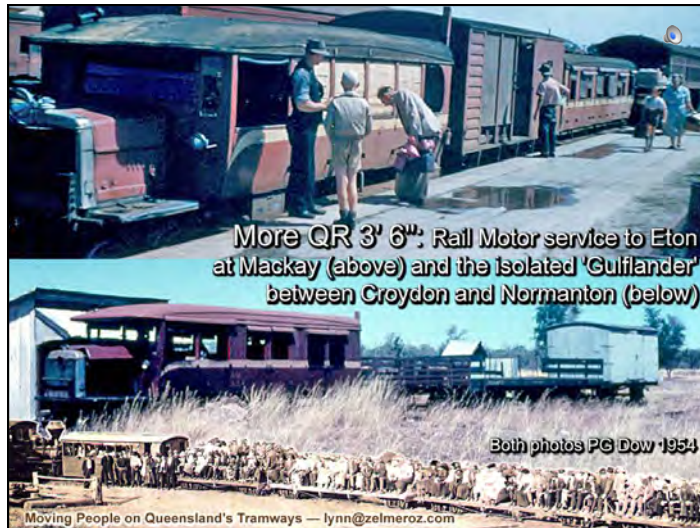
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### Aramac Shire Tramway

- 3' 6" gauge, 66.7 km rural line 1930-1975 connecting Aramac to QGR's Central Railway (Rockhampton-Longreach) at Barcaldine
- Initially used wooden carriages, later Fairmont gang car and ex-QR rail motor and trailers
- Last Shire-owned railway operating in QLD and one of the few 3' 6" gauge Shire lines NOT taken over by QR



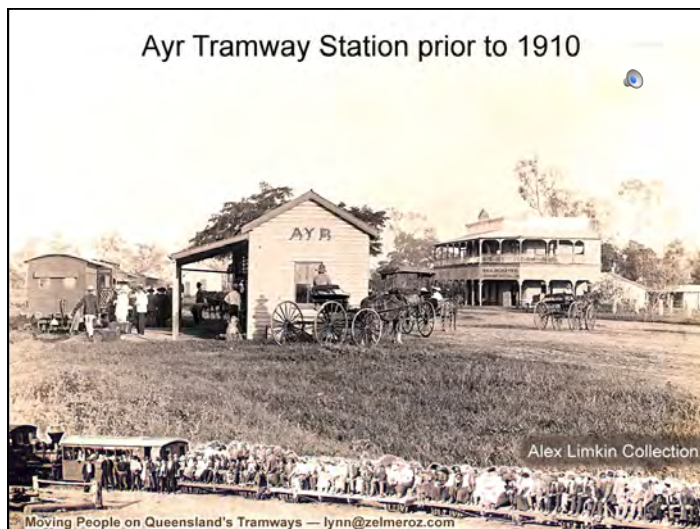


### Ayr Tramway (3' 6" gauge)

- Opened 1901 connecting sugar lands of the Lower Burdekin with Townsville
- 44 miles (69 km) long, hired QGR locos & rollingstock, taken over by QGR 1911
- 1901-2 normally three trains per week, except during sugar season with 4-5 per week
- Passengers, sugar, maize, hay, vegetables, etc.



### Ayr Tramway Station prior to 1910



### Buderim-Palmwoods

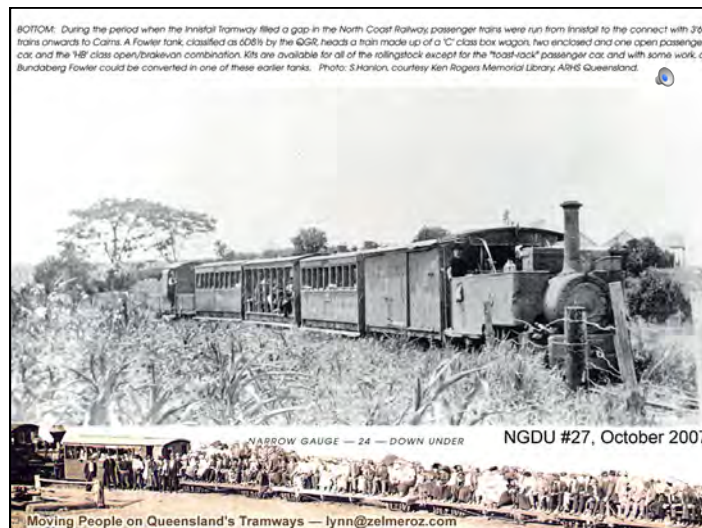
- 2' 6" gauge, funded through govt. grant to Shire and constructed privately, 11.5 km
- Well constructed permanent way, not simply along shire roads or easements in farm fields
- One or two loads of up to 150 passengers were carried for the 1 hour trip in one coach and on fruit-box and plank seats on flat top trucks





## Innisfail & Mourilyan Harbour

- Common carrier, filled a gap between Innisfail and the QR North Coast line to Cairns ( -1924)
- Only Government owned and operated 2' gauge railway in Queensland
- 1899 a Shire-owned Geraldton Tramway, sold to QGR (1914), acquired Mourilyan Harbour Tramway (1915), ending life as sugar line and sold to nearby mills in 1977.



## Mapleton Tramway (2' gauge)

- Built 1897 by **Moreton Central Sugar Mill** -- 5.5 mile (9 km) line, from Nambour to Mapleton (climbing up the Blackhall Range)
- Extended 1914 after purchase by **Maroochy Shire Council**, closed 1944
- Two coaches plus flat, livestock and fruit wagons – mill era excursions used cane trucks with central longitudinal benches (five per side on fruit boxes & planks)

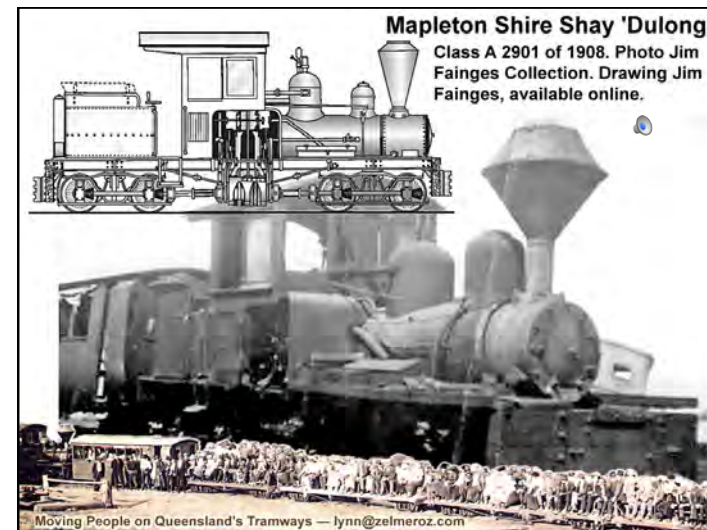


The Mapleton Tramway - Index

[www.starfieldobservatory.com/MapletonTramway/Index.htm](http://www.starfieldobservatory.com/MapletonTramway/Index.htm)

#	TOPIC	#	TOPIC
1:	Acknowledgements	2:	The first settlers in the Nambour area
3:	Alfred Deissler surveys the Biskull Range	4:	Settlement spreads from Nambour to Dulong
5:	The beginnings of Mapleton	6:	The coming of the Queensland Railways
7:	The Marston Central Sugar Mill is built	8:	A tramway network for the Mill is begun
9:	The Government takes over the Sugar Mill	10:	The tramline reaches Kurstonia
11:	The first Locomotives	12:	The Board requires control of the Mill
13:	The 'Whays'	14:	The sugar trams become general carriers
15:	A 'Sensational Tramway Accident'	16:	The Marston Shire Council takes in
17:	To the top of the Range	18:	Whistles in the hills
19:	The services provided	20:	A description of the Locomotives

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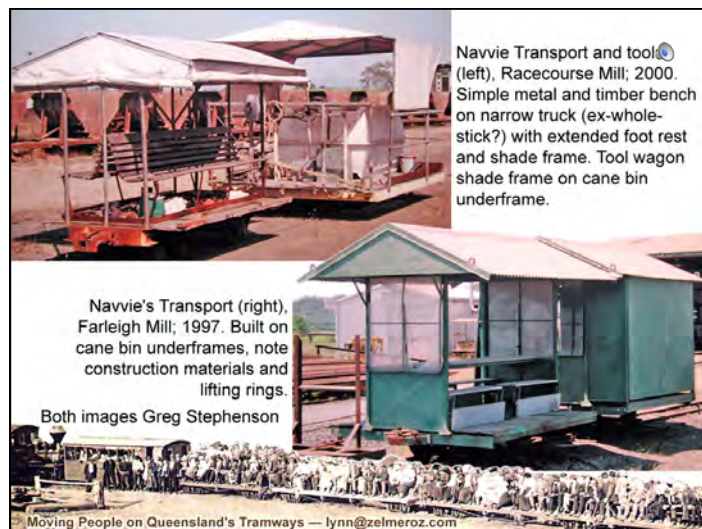
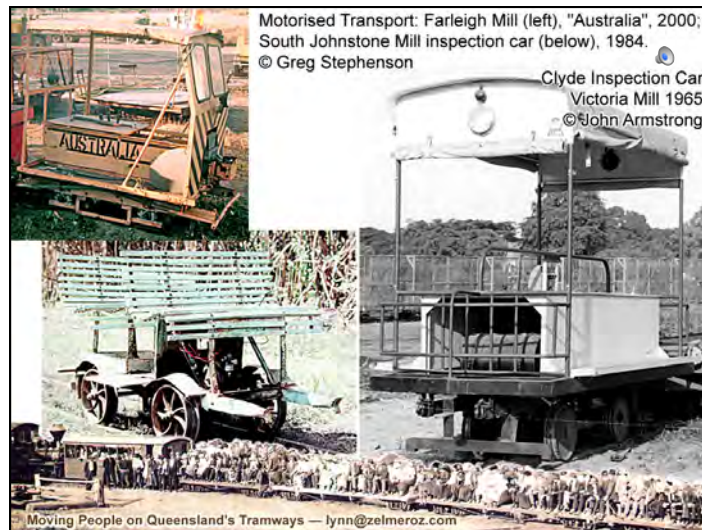
Some mills operated passenger services from their early days...



...mill and shire services were a product of their times!

- Victoria Mill's Decauville coaches were for whites only... in 1905 a visiting Japanese official was evicted to a 'back to back' 'nigger' coach [Salute to the Hudswells]
- In early years mill trains served isolated farms, plantations and communities... mail, freight, including groceries, as well as passengers





## Modelling

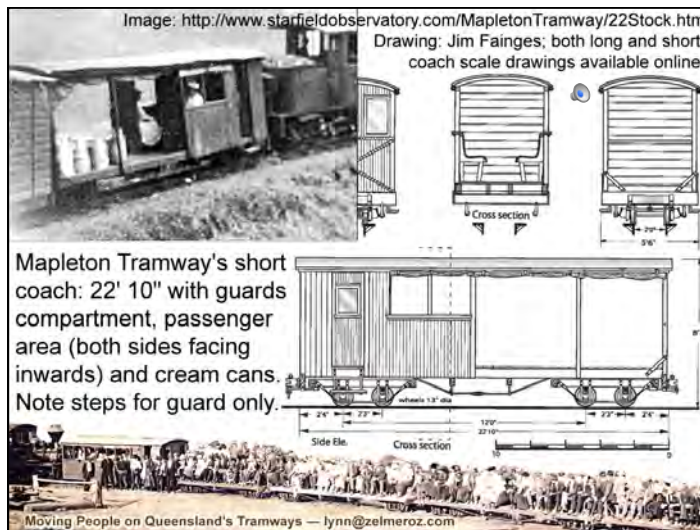
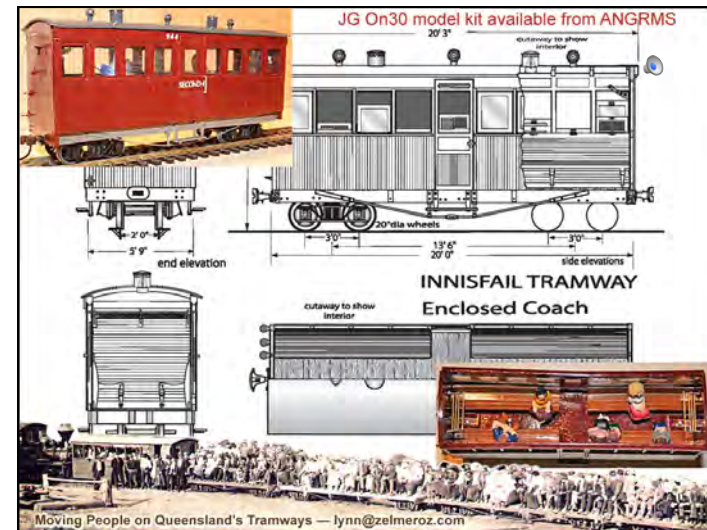
- Limited commercially model availability
  - Try UK/VIC NG models and/or 3D printing (eg Shapeways) for kit bashing potential
- Excellent scratch building potential
  - Free photorealistic card model kits available from MRQC web site (QldRailHeritage.com/mrqc)
  - Mountain Blue Miniatures cast metal underframe could simplify building a generic 18' carriage

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QR rail bus ('Red Fred', On30)

- JG Models kit available from ANGRMS (also matching trailer)

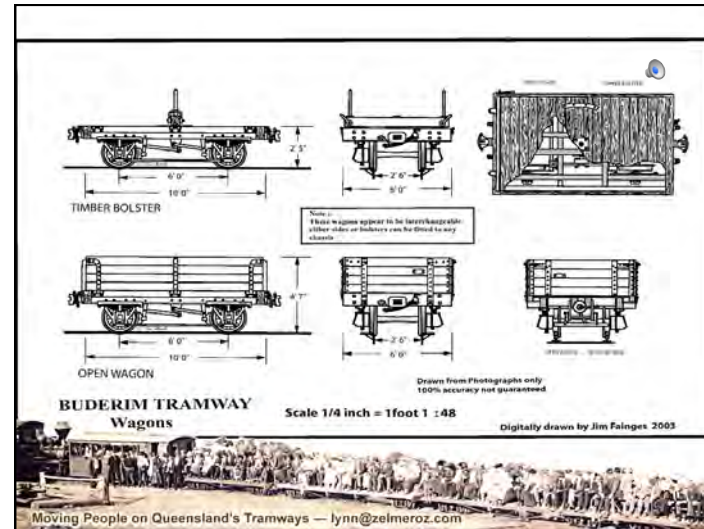


And a weathering challenge for the most 'decrepit' NG modellers?!



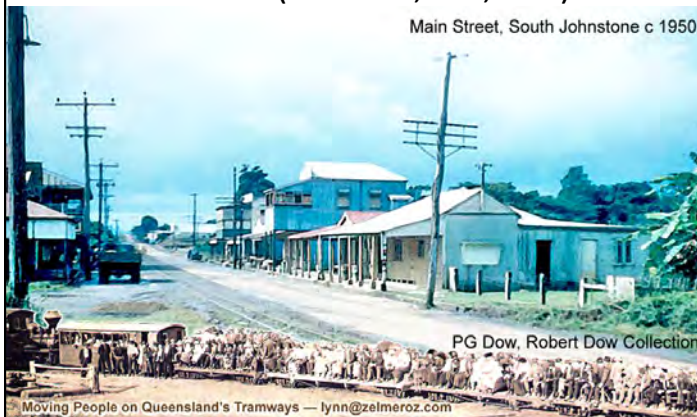
### Navvies, tools, supplies, wagons...

Little Mulgrave, 1986  
© Greg Stephenson



### Finally, don't forget to put the models in context (location, era, etc.)...

Main Street, South Johnstone c 1950



### Many thanks and happy modelling!

- Kalamia Mill's 'Navvie Lander' (a pun on the QR 'Lander' passenger trains), 1997. © Greg Stephenson

