QUEENSLAND PRIVATE AND INDUSTRIAL RAILWAYS

The first railways in the world were industrial railways. From the 19th century, before effective road transport, rail was an essential part of industry, particularly for the transportation of bulky or low-value products. The use of locomotives was necessary when the haulage task on rail was beyond the power of humans or animals, or when the use of stationary haulage devices was impracticable.

In Queensland, industrial railways began to develop at about the same time as QR, and had their heyday in the period from the 1880s to the 1930s. Although now superseded in many industries, they still have an important role in Queensland today, especially in the sugar industry.

This brief survey is of locomotive-worked lines and excludes, for reasons of convenience and manageable scope, amusement, tourist, and heritage railways, railway construction and demolition contractors, and equipment used on QR lines such as rail ambulances.

In Queensland, the railways used by industry have ranged from 18 inch (457mm) gauge to the standard 4ft 8½ inch (1435mm) gauge, with 2ft (610mm) and 3ft 6in (1067mm) being the most common.

The first industrial steam locomotive in Queensland arrived here hot on the heels of the first government railway locomotives. Steam traction on private and industrial railways came into its own in the 1880s. The last steam locomotives for industrial use were supplied in the 1950s and the last remained in use until 1980.

Overhead wire electric locomotives were in use from just before the turn of the century and I believe are still in use today underground at Mt Isa. Battery electric locomotives were widely used in underground mining and tunnelling, and the earliest example I can find in Queensland was in 1930. It seems likely that a handful are still in use.

The internal combustion locomotive was in use in Queensland by 1903, very early by world standards. Early such locomotives had either crude oil engines or petrol engines based on automobile practice. The first diesel locomotives came to Queensland in 1935.

Many locomotives were imported from overseas manufacturers and of course there were also second-hand ex QR locomotives used in some locations. However, innovative operators also developed home-built machines, particularly in the early days of internal-combustion.

The lines have been classified under the following headings:

- Shire tramways
- Logging and sawmills
- Firewood
- Cane railways
- Saltworks
- Meatworks
- Power generation
- Sewerage
- Metal mining – surface and underground
- Coal mining – surface and underground
- Quarrying and gravel extraction
- Guano

- River and harbour works
- Tunnelling
- Other construction projects
- Private sidings and factory complexes
- Other miscellaneous

The dates shown indicate the years of locomotive operation. Distances shown are best estimate of maximum extent based on available information.

This listing is part of a work in progress to research and write a handbook of Queensland private and industrial railways, which will include amusement and relevant tourist and heritage railways. There may be errors or omissions that you can assist in correcting. If you know of any other lines, or can provide any other information, please contact the writer at:

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SHIRE TRAMWAYS

Loosely included here, these were government railways, albeit local government. They were essentially developmental lines with passenger and freight services. Some of the 3ft 6ins gauge lines became part of QR, most notably as part of the development of the North Coast railway to Cairns. They were financed by loans from the Queensland government with the debt repaid by ratepayers, sometimes long after the lines themselves had closed. There were 17 such lines in Queensland, but those listed below are the nine that operated their own steam locomotives.

- **Cairns-Mulgrave Tramway** (Cairns Shire Council). 1897-1912. 58 km. 3ft 6in gauge. Connecting with the QR Cairns Railway and extending south by stages to Babinda. Taken over by QR.
- **Geraldton Tramway** (Johnstone Shire Council) 1900-1914. 2ft gauge line from Innisfail to Nerada with a branch to South Johnstone. Taken over by QR in 1914 and became part of its Innisfail Tramway until sold to South Johnstone mill in 1977. 32 km
- **Douglas Shire Tramway** 1900-1958. 28 km. 2ft gauge line linking the Mossman mill line with Port Douglas, and with branches serving cane growing areas on which mill locomotives hauled cane. Following the cessation of passenger services in 1935, the line was used mostly to convey raw sugar from Mossman mill to the port until it was taken over by the mill. Had a German articulated locomotive.
- **Beaudesert Tramway.** 1903-1944. 52 km. 3ft 6in gauge. Connecting the QR at Beaudesert with Lamington and Rathdowney. Had a locally-built geared steam locomotive.
- **Bowen-Proserpine Tramway** (Bowen Municipal Council and Wangaratta Shire Council) 1910-1911. 61 km. 3ft 6in gauge. Connected to QR Bowen Railway. Operated by the Joint Tramway Board under QR ownership from 1911 until 1917.
- **Belmont Tramway** 1912-1926. 7 km. 3ft 6in gauge. Connecting QR at Norman Park to Belmont. Services worked by QR after Council-owned steam tram proved unsuccessful. Closed by Brisbane City Council.
- **Aramac Tramway** 1913-1976. 67 km. 3ft 6in gauge. Connecting QR at Barcaldine to Aramac. Steam and diesel locomotives.
- **Mapleton Tramway** (Maroochy Shire Council) 1914-1944. 25 km at maximum extent. 2ft (610mm) gauge line from Nambour to Dulong purchased from Moreton Central Sugar Co and extended to Mapleton. A short section to Burnside reverted to the mill in 1945. Had two Shay locomotives.

- **Buderim Tramway** (Maroochy Shire Tramway) 1915-1935. 2ft 6ins (762mm) gauge line from QR at Palmwoods. 11km. Had a Shay locomotive.

LOGGING AND SAWMILLS

These lines conveyed logs from the forest to the mill and/or milled timber from the mil to port or government railway. Some early lines had wooden rails but these rarely proved suitable for locomotive use.

- **Cooloola Tramway, Tin Can Bay** 1873-1884. 3ft 3in (991mm) gauge, wooden rails. 14.5 km. This was the first successful locomotive-powered industrial railway in Queensland. Operated the first two steam locomotives built by Walkers.
- **Mary River Sawmills, Mungar** 1878-1884. 3ft 6in gauge. Wooden rails. 17.5 km. Used locally built steam locomotives
- **Lahey's Canungra Tramway** 1903-32. 25 km. 3ft 6in gauge. Had Shay and Climax geared steam locomotives.
- **Munro's Perseverance Tramway, Hampton** 1904-36. 2ft 6in (762mm) gauge. Had Shay geared steam locomotives.
- **Hyne & Hart, Fraser Island** 1906-22. 3ft 6in gauge. Two lines, the first from Poyungan (1906-15, 16 km) and the second from Woongoolbyer Creek (1915-22, 13.5 km). Used ex-QR locomotive.
- **Queensland Pine, Yarraman** 1912-26. 7 km. 3ft 6in gauge. Used locally-built geared steam locomotives.
- **Queensland Box Co, Moore** 1917-28. 6.5k m. 3ft 6 in gauge. Used a locally-built geared steam locomotive.
- **McKenzie, Fraser Island** 1919-35. 15.5 km. 3ft 6in gauge. Sawmill and jetty at White Cliffs. Operated by the Queensland Government from 1926. Had a Climax locomotive and also a primitive petrol locomotive.
- **Neranwood Tramway, Mudgeeraba** 1924-7. 2ft gauge. 11 km. Steam locomotives.
- **Hyne & Son, Kent Street Sawmills, Maryborough** 3ft 6in gauge. Used a converted road truck for shunting.
- **Russell Savage, Cooroy** 1980- . 2ft gauge. Small sawmill on rural property. Home-built petrol locomotives.

FIREWOOD

The carriage of vast amounts of firewood was common on cane railways, mining and Council tramways but this line was purpose-built to convey firewood.

- **Charters Towers Water Board** 1901-1941. 10 km. 2ft 8½ in (826mm) gauge. A steam locomotive was used.

SUGAR CANE RAILWAYS

The 2ft gauge cane railways with which we are familiar today began to develop from the 1880s. The choice of gauge might be described as an historical accident. Most, but not all, were operated by sugar milling companies buts farmers operated locomotives on some light feeder lines, of which more probably remain to be discovered. There were also some isolated examples of cane railways of wider than 2ft gauge.

SUGAR MILLS

- **Morayfield Plantation** c.1867 - c.1873 3ft (915mm) gauge. This was probably the first locomotive-powered industrial railway in Queensland. It had a traction-engine type geared steam locomotive but it appears it was little used. 3 km.

- **River Estate, Mackay** 1880-1883? 3ft 6in gauge. 8 km. Steam locomotives.
- **Airdmillan** 1882-1884. 13 km. 2ft gauge. The first Queensland sugar mill to use 2ft gauge steam locomotives. Incorporated into the rail system of Kalamia Mill.
- **Victoria, Ingham** 1882- . 216 km. 2ft gauge. Steam, petrol and diesel locomotives. Incorporates the 67 km former Hinchinbrook Shire Tramway, which was operated by the mill from 1900 to 1930.
- **Homebush** 1883-1926. 46 km. 2ft gauge. Steam locomotives. Operated as an isolated network of Farleigh Mill after mill closed in 1921 until takeover by Racecourse Mill in 1927, with a small section of line going to North Eton Mill.
- **Seaforth** 1883?-1898. 12 km. 2ft gauge. Steam locomotive. Incorporated into the rail system of Kalamia Mill.
- **Bloomfield River** 1883-1889. 2ft gauge. 15 km. Steam locomotive.
- **Mourilyan** 1883-2005. 125 km. 2ft gauge. Steam, petrol and diesel locomotives. Incorporated part of the former QR Innisfail Tramway. Incorporated into the rail system of South Johnstone Mill from 2006.
- **Goondi, Innisfail** 1884-1986. 77 km. 2ft gauge. Steam, petrol and diesel locomotives. On closure, the rail system was split between Babinda and Mourilyan Mills. Subsequently incorporated into the rail system of South Johnstone Mill from 2006.
- **Kalamia** 1884?- . 72 km. 2ft gauge. Steam and diesel locomotives. Incorporates the systems of the closed Airdmillan and Seaforth mills. There is a 7 km dual gauge line from the mill to Ayr for exchange traffic on which a 3ft 6in gauge diesel on loan from Pioneer mill has been used occasionally.
- **Hamleigh, Ingham** 1889?-1892. 10 km. 2ft gauge. Steam locomotive.
- **Fairymead** 1889-2004. 160 km. 2ft gauge. Steam, petrol and diesel locomotives. Incorporated into the rail system of Bingera Mill from 2005. Operated an isolated line with a steam locomotive at Goodwood 1929-38 and then possibly with a petrol locomotive. Operated a 10 km dual gauge line from Meadowvale to the mill (1892-1963) and a 5.5 km 3ft 6in gauge line at Avondale.
- **Farleigh** 1891- . 182 km. 2ft gauge. Steam and diesel locomotives. Incorporates part of the rail system of the closed Pleystowe Mill.
- **Habana** 1891-1901. 27 km. 2ft gauge. Steam locomotive.
- **Pioneer** 1893- . 3ft 6in gauge. 89 km. Steam and diesel locomotives. About 20 km of track is dual gauged 2ft to provide a link between the Kalamia and Invicta mill networks.
- **Childers** 1894-1933. 2ft gauge (88 km) and 3ft 6in gauge (1894-1900) connecting with QR at Huxley from 1896. Steam and petrol locomotives. Operated as isolated network of Isis Mill in after mill closed in 1932 until a connecting line was built.
- **Bingera** 1894- . 275 km. 2ft gauge steam, petrol and diesel locomotives. Incorporates the rail networks of the closed Fairymead, Gin Gin and Invicta Mills. There was a 3km 3ft 6in dual gauge line from mill to Bingera Siding (1895-68) and an isolated 6.5km 3ft 6in gauge line connecting with QR at Watawa (1895-64). Used ex-QR steam locomotives on 3ft 6in gauge lines.
- **Invicta Mill, Kolan River** 1895-1942. Approximately 20 km. 2ft gauge. Steam locomotives. Operated as isolated network of Bingera Mill after mill closed in 1918 until a connecting line was built. There was also a 14 km 3ft 6in gauge connection from the mill to the QR at Avondale, which was worked by QR.
- **Plane Creek, Sarina** 1895- . 140 km. 2ft gauge. Steam, petrol and diesel locomotives. Operated an isolated 7 km feeder line at Carmila with steam and diesel locomotives (1921-72).
- **North Eton** 1896-1988. 96 km. 2ft gauge. Steam and diesel locomotives. Incorporated into rail systems of Marian and Racecourse Mills from 1988.
- **Gin Gin, Wallaville** 1896-1974. 82 km. 2ft gauge. Steam and diesel locomotives. Incorporated into rail system of Bingera Mill from 1975.
- **Marian** 1896- . 197 km. Steam, petrol and diesel locomotives. Incorporates the rail system of Cattle Creek Mill and part of the systems of the closed North Eton and Pleystowe Mills. Operated a 5 km isolated line at Tannalo (1924-58) until it was handed over to Cattle Creek Mill.

- **Proserpine** 1897- . 2ft gauge. Steam and diesel locomotives. 162 km.
- **Knockroe, Childers** 1897-1903. 2ft gauge. 15km including 1.5 km of dual gauge line to QR at Hapsburg. Incorporated into rail system of Childers Mill from 1903. Steam locomotive.
- **Mulgrave** 1897- . 294 km. 2ft gauge. Steam, petrol and diesel locomotives. Had a 3 km feeder line to the QR at Waugh with a petrol locomotive. Incorporates the system of the closed Hambledon Mill and part of the system of the closed Babinda Mill.
- **Hambledon** 1897-1991. 82 km. 2ft gauge. Steam, petrol and diesel locomotives. Incorporated into the system of Mulgrave Mill from 1992.
- **Mossman** 1897 - **.** 77 km. 2ft gauge. Steam, petrol and diesel locomotives. Incorporated the Douglas Shire Tramway from 1959.
- **Macknade** 1899- . 102 km. 2ft gauge. Steam, petrol and diesel locomotives.
- **Isis, Cordalba** 1900- . 2ft gauge. Steam, petrol and diesel locomotives. Incorporates rail networks of the closed Doolbi, Childers and Knockroe Mills. 150 km. 3ft 6in gauge steam locomotives worked 4 km of dual gauge track from the mill to the QR at Cordalba 1913-59.
- **Moreton, Nambour** 1903-2003. 120 km. 2ft gauge. Steam, petrol and diesel locomotives. Had a Shay geared locomotive.
- **Mount Bauple** 1907-50. 3ft 6in gauge (17 km) linking with QR at Gundiah and 2ft (25.5 km). Steam locomotives. Used an ex-QR locomotive on 3ft 6in gauge.
- **Doolbi, Childers** 1909-33. 23km. 2ft gauge. Steam locomotive. Operated as isolated line of Isis Mill after mill closed in 1924 until a connecting line was built.
- **Pleystowe** 1910-2008. 125 km. 2ft gauge. Steam, petrol and diesel locomotives. Incorporated into rail systems of Marian, Racecourse and Farleigh mill from 2008. Operated a 5 km isolated line at Cameron's Pocket, Calen (1929-49).
- **Palms** 1911-24. 11 km. 2ft gauge. Incorporated into rail system of Pleystowe Mill from 1925.
- **Qunaba, Mon Repos** 1912-85. 32 km. 2ft gauge. Petrol, steam and diesel locomotives. Incorporated into rail system of Millaquin Mill from 1986.
- **Millaquin, Bundaberg** 1914- . 178 km. 2ft gauge. Steam and diesel locomotives. Incorporates rail network of the closed Qunaba Mill. Used ex-QR steam locomotives and a diesel for shunting 3ft 6in gauge exchange traffic at the mill 1936-72.
- **Inkerman** 1914- . Steam and diesel locomotives. 66 km. 2ft gauge. Also had a 3ft 6in gauge steam locomotive from 1913 that hauled cane across the Burdekin River over the QR and was later used for shunting exchange traffic.
- **Babinda** 1914- 2010. 142 km. 2ft gauge. Steam, petrol and diesel locomotives. On closure, the system was split between Mulgrave and South Johnstone Mills.
- **South Johnstone** 1915- . 299 km. 2ft gauge. Steam, petrol and diesel locomotives. Incorporates the Maria Creek Tramway, the former QR Innisfail Tramway, the systems of the closed Mourilyan Mill and Goondi Mill, and part of the system of the closed Babinda Mill.
- **Nerang River, Benowa** 1915-1919. 17 km. Steam locomotive.
- **Cattle Creek** 1922-1990. 32 km. 2ft gauge. Steam and diesel locomotives. Incorporated into the rail system of Marian Mill from 1991.
- **Rocky Point, Woongoolba** 1923-1951. 16 km. 2ft gauge. Steam locomotive.
- **Invicta, Giru** 1923- . 180 km. 2ft gauge. Steam and diesel locomotives.
- **Tully** 1925- . 190 km. 2ft gauge. Steam petrol and diesel locomotives.
- **Racecourse, Mackay** 1927- . 110 km. Steam and diesel locomotives. 2ft gauge. Incorporates part of the rail networks of the closed Homebush, Pleystowe and North Eton Mills. Operated an 8 km isolated line at Silent Grove, Mount Ossa (1926-46).

CANE FARMERS

- **Finch Hatton Creek Tramway** 1907. 2ft gauge. A locally-built petrol locomotive was used for a brief period by a haulage contractor but it proved unsuccessful.
- **George Russell Mayers, Bartle Frere Estate, Russell River** 1916-?. 2ft gauge. A steam locomotive was purchased in 1916 for use in the Russell River area, on a line that probably connected to the Babinda Mill rail system.
- **Maria Creek Soldier Settlement, El Arish** 1923. An unspecified locomotive was said to have been obtained for in use hauling farmers' cane to the QR.
- **Redlynch Transport Company** 1922-1934. 2ft gauge. Light lines in the Barron Delta area, initially feeding to QR at Redlynch station, then from 1925 connecting with the Hambledon Mill rail system. Used imported petrol locomotives. Operations taken over by Hambledon Mill in 1934.
- **Jungara Transport Company** 1925-1935. 2ft gauge. A light line running up the Freshwater Valley and connecting to QR at Redlynch and shortly after connecting with the Hambledon Mill rail system. Used an imported petrol locomotive. Operations taken over by Hambledon Mill in 1934.
- **Miallo Syndicate / William Aubrey Frost** 1927?-1950. 2ft gauge. Frost, a local haulage contractor, is believed to have hauled cane for the Miallo Syndicate on their line connecting with the Mossman Mill system, using steam and home built petrol locomotives.
- **Arthur Moody, Jogo** 1928-1940s. 2ft gauge. A 2 km farmer's line feeding the QR at Jogo using an imported petrol locomotive.
- **?, Babinda** -1947. 2ft gauge. A Fordson petrol locomotive was advertised for sale by a Babinda auctioneer in 1947.
- **Stuart Arbuthnot, Homebush** 1950s-1970s? 2ft gauge. A home built petrol locomotive was used to haul cane on a horse line connected to the Racecourse Mill when conditions were too boggy for a tractor to be used.
- **Sam Bugeja, Peri** 1973-1971. 2ft gauge. Home built petrol locomotive used to haul cane on a horse line connected to the Pleystowe Mill system.
- **Borisav Radic, South Coolum** 1982-1985? 2ft gauge. Diesel locomotive on a horse line connected to the Moreton Mill system.

SALTWORKS

Narrow gauge railways were used to convey crystallised salt from evaporation ponds to processing plant and from processing plant to QR siding.

- **Bowen** 1926-1988. 2ft gauge. Petrol and diesel locomotives.
- **Bajool, Port Alma** 1958-1970? Gauge thought to be 2ft 2in. Diesel locomotives

MEATWORKS

Railways were used at meatworks for internal and/or exchange traffic and/or taking product to wharf.

- **Gladstone** 1910-1963. 3ft 6in gauge. Petrol locomotives.
- **Lakes Creek** 1936-1953. 3ft 6in gauge. Petrol locomotive for internal use only.
- **Queerah** 1942-1943. A 2ft gauge petrol locomotive was hired from Hambledon Mill by the Australian Army Service Corps.

POWER GENERATION

Railways were used at power generation plants for exchange traffic with QR, especially incoming coal supplies.

- **Woolloongabba** 1916-1929. 3ft 6in gauge. The Brisbane Tramways powerhouse had an overhead wire electric locomotive for shunting a private siding connecting to the QR Woolloongabba branch at Logan Road. Locomotive built in-house.
- **Bulimba A Power Station, Murarrie, and Bulimba B Power Station, Gibson Island** 1926-1969. 3ft 6in gauge. A 3 km electrified railway serviced the two power stations on the Brisbane River, established in 1926 and 1953 respectively. The locomotives also shunted the sidings of the Murarrie meatworks.
- **Mica Creek Power Station, Mt Isa** 1960-2000. 3ft 6in gauge. Owned by Mount Isa Mines, the coal fired power station was about 6.5 km south of the Mount Isa Mine. A diesel locomotive from Mount Isa Mine was used for shunting the connection with QR until the power station was converted to gas firing.

SEWERAGE

Light railways were used within sewerage processing works for cleaning out filter beds and for the movement of materials.

- **Luggage Point** 1950s-1960s. 2ft gauge. Light rail lines were used at the Brisbane City Council sewerage works using small petrol locomotives built in-house.

METAL MINING – SURFACE AND UNDERGROUND

Railways have been used for transporting ore underground or on the surface, for operating processing plants such as smelters and refineries, for dumping waste, and for transporting ore, fuel and materials to the mine site and product to the main line railway or port.

- **Day Dawn PC Gold Mining, Charters Towers** 1884-1912? 3ft 6in gauge. 2.5 km line connecting mine with crushing plant.
- **Mount Morgan Mines** 2ft 2in (661mm) gauge internal lines (surface and underground) with steam and wire electric locomotives 1887-1950s. 3ft 6in gauge lines connecting with QR at Walterhall with steam and wire electric locomotives 1898-1960s and used in the open cut until about 1949. A 3ft (915mm) gauge smelter waste dump line is believed to have operated during World War II using steam locomotives and a 3ft gauge diesel was used for underground development from 1952 to 1958.
- **Chillagoe Railway** 1899-1919. 3ft 6in gauge. The Chillagoe Railway & Mines Co owned and/or operated on behalf of other companies 445 km of main line railway in far north Queensland, namely Mareeba to Mungana with branches to Mount Garnet and Forsayth. Operated with Chillagoe Company locomotives and others hired from QR.
- **Stannary Hills Tramway** 1901-1927. 33.5 km. 2ft gauge line connecting to QR at Boonmoo. On closure of the associated mines, the line was incorporated into the Irvinebank Tramway.
- **Irvinebank Tramway** 1906-1941. 45 km. 2ft gauge line junctioning from the Stannary Hills Tramway near Stannary Hills. Owned by the State Government from 1919 and incorporated the Stannary Hills Tramway from 1927.
- **Mount Molloy tramways.** A 2ft gauge line (1905-1908) connected the mine and copper smelters. A 3ft 6in line (1907-1915) gave an outlet to QR at Biboohra. QR locos were hired for use on this line from 1910, which was taken over by QR in 1915.
- **John Forsythe, Pioneer Mill, Golden Gate (Croydon)** 1906-1915? 3ft 6in gauge. A quartz crushing mill with a private siding off the QR Normanton-Croydon railway line. Used an ex-QR locomotive.
- **Hampden Cloncurry Copper Mines, Kuridala (formerly Friezland)** 1912-1920. 3ft 6in gauge. A Shay geared locomotive was used for shunting the mine and copper smelter complex.
- **Hampden Cloncurry Copper Mines, Wee MacGregor Tramway** 1914-1920. A 2ft gauge steam locomotive worked this 6.5 km line that ran to the MacGregor Mines from the terminus of a 3ft 6in gauge line connecting to the QR at MacGregor Junction. The 3ft 6in gauge line was worked by locomotives hired from QR.

- **? Cloncurry**. According to a State Government Mines Department report, an electric locomotive was installed in the Cloncurry district during the year reported on in 1916. No other details are known.
- **Chillagoe State Smelters** 1919-1942. 3ft 6in gauge. After QR took over the Chillagoe Railway, the copper and lead smelters at Chillagoe were operated by the State Mines Department using a steam locomotive.
- **Mount Isa Mines** 1930- . 2ft gauge (from 1930) and 3ft 6in gauge (from 1959) lines underground, using battery-electric, wire electric and diesel locomotives. 3ft 6in gauge used at the interchange sidings with QR from 1931 to 2001, and for internal use including at the smelters. The initial smelter (1930) used 4ft 8½ in gauge wire electric locomotives for slag disposal.
- **Golden Plateau Gold Mine, Cracow** 1952-1976 1ft 6in gauge. Used a diesel and battery electric locomotives.
- **Comalco, Weipa** 1976- . 19 km 4ft 8½ in gauge line to convey bauxite from Andoom to the port at Lorim Point. Diesel locomotives.
- **Kitchener Mine, Stannary Hills** 1979-? Operating in 1979 with 2ft gauge battery electric locomotives.
- **Buddha Gold Mines, Dittmer** 1980s. 1ft 6in gauge battery electric locomotives were in use in 1983.
- **Gold Copper Exploration Ltd, Lappa Junction** 1988. 3ft 6in gauge. An ex-QR diesel locomotive was obtained for shunting mining company private sidings at the start of the former Mount Garnet branch, where gold ores from the Forsythe area were being delivered by rail in 1988.
- **Gympie Eldorado Gold Mine** 1989-2009. 2ft gauge lines underground using battery electric and diesel locomotives.

COAL MINING – SURFACE AND UNDERGROUND

Railways have been used in coal mining for transporting coal from underground to the surface and across country to washing or screening plants, for tipping colliery waste and for moving product to a wharf or railway siding. The most prevalent use of locomotives in Queensland was of small diesels used for coal haulage underground in association with colliery modernisation in the 1950s.

- **Eclipse, Tivoli** 1878-1884? 1.5km 3ft (915mm) gauge tramway with wooden rails, connecting the colliery with coal shoots on the Bremer River. The steam locomotive was reportedly fitted with additional horizontal gripper wheels to engage with a central rail on steep gradient sections.
- **Lewis Thomas, Aberdare, Blackstone** 1886-1889. 3ft 6in gauge. 3 km private railway linking the colliery with QR at Bundamba using a steam locomotive. The line was purchased by QR in 1897.
- **J.C.Bellert, Burgowan Coal Co, Torbanlea** 1913-1921. A 1.5 km 2ft gauge surface line with a steam locomotive, connecting with QR at Torbanlea.
- **Normanton, Rosewood.** A 1.5 km 2ft gauge surface line (1923-1929) with a petrol locomotive connected the colliery with a QR loading point. 2ft gauge diesel locomotives were used underground from 1964 to 1974.
- **Caledonian Collieries, Thagoona and Mount Marrow.** 3km 2ft gauge surface tramway (1926-1965) from a short QR branch to a series of coal mines. Steam and petrol locomotives. Caledonian No.5 Colliery at Mount Marrow also used underground diesel locomotives from 1954 to 1965.
- **Lanefield No.2, Lanefield** 1930-1940s? A 1 km 1ft 8in (508mm) gauge surface line (1930-1934) connected the colliery with the QR at Lanefield. After this line was replaced by a short QR branch, one of the two locally-built petrol locomotives was retained for surface working at the colliery.
- **Riverside, Moggill** 1932-1939? Used a 2ft gauge petrol locomotive on a 1 km line from the colliery to a wharf on the Brisbane River. The locomotive was replaced by a rubber tyred vehicle straddling the track.
- **City Colliery, Ipswich** 1934-1940. Had a 1ft 9in (534mm) surface line from the colliery to the QR at West Ipswich. Locally-built petrol locomotives were used.

- **Burgowan Collieries, Torbanlea.** 2ft gauge diesel locomotives were used underground at the No.7 (1951-1968) and No.13 (1966-1976) collieries.
- **New Amberfield, Amberley** 1952-1960. A 2ft gauge diesel locomotive was used underground.
- **Glencoe, Rosewood.** 1ft 8in (508mm) gauge diesel locomotives worked underground at Glencoe No.6 (1952-1961) and Glencoe Extended (closed 1963)
- **Lanefield No.5, Rosewood** 1955-1964. 1ft 8½ in (521mm) gauge diesel locomotives used underground.
- **Mount Elliott, Amberley** 1952-1972. 1ft 11½ in (597mm) gauge diesel locomotives used underground.
- **Oakleigh, Perry's Knob** 1ft 8in (508mm) gauge diesel locomotives worked underground at Oakleigh No.3 (1954 to around 1965) and at Oakleigh No.4 (1961-1997).
- **Rosemount, Rosewood** 1952-1953. A 1ft 8½ in (521mm) locomotive was obtained for Rosemount No.4 Colliery and may have worked here briefly.
- **Rosewood** 1953-1972. 1ft 8½ in (521mm) gauge diesel locomotives worked underground at Rosewood No.2 Colliery.
- **Roughrigg, Tallegalla.** 1ft 8¼ in (515mm) gauge diesel locomotives were used underground at Roughrigg No.5 (1954-1966) and Roughrigg No.7 (1955-1969).
- **Tivoli Collieries, Haigmore Extended, North Tivoli.** A 1ft 7½ in (496mm) diesel locomotive was obtained for Haigmore Colliery in 1952 and may have worked here briefly.
- **Tivoli Collieries, Smithfield, Ebenezer** 1953-1965. 2ft gauge diesel locomotives worked underground at Smithfield No.3 Colliery.
- **Westfalen, Dinmore** 1954-1969. 1ft 8in (508mm) gauge diesel locomotives were used underground.
- **Westvale, Lanefield** 1952-1960. 2ft gauge diesel locomotives were used underground at Westvale No.5 and No.7 collieries.
- **Maranoa, Injune** 1954-1964. A 2ft gauge diesel locomotive was used underground at Maranoa No.4 Colliery.
- **Burnett, Selene** 1953-1966. 2ft gauge diesel locomotives were used underground at Burnett No.2 Colliery.
- **Tannymorel** 1954-1968. 2ft gauge diesel locomotives were used underground at Tannymorel No.4 Colliery.
- **Acland** 1952-1984. 2ft gauge diesel locomotives were used underground at Acland No.3 and No.4 Collieries.
- **Sugarloaf, Acland** 1951-1969. 1ft 6in gauge diesel locomotives were used underground at Sugarloaf No.3 Colliery.
- **Willeroo, Sabine** 1953-1970. A 1ft 8½ in (521mm) gauge diesel locomotive was used underground at Willeroo No.2 Colliery.
- **Dawson Valley, Baralaba** Operated diesel locomotives underground on 3ft gauge (1952-1958) and 2ft 2in (661mm) gauge (1955-1969) at different levels.
- **Balmoral Collieries, Bluff** 1952-1965. Used a 2ft gauge diesel locomotive underground at Excel No.3 Colliery.
- **Windsor, Bluff** 1950s-1957. A 1ft 6ins gauge home built battery electric locomotive was used underground at Windsor No.3 Colliery.
- **United, Tallegalla** 1961-1971. 2ft gauge diesel locomotives worked underground at United No.8 Colliery.
- **Box Flat, Swanbank** 1962-1972. 2ft 6in (762mm) gauge diesel locomotives were used underground, probably in Box Flat No.5 Colliery. The colliery closed following a disastrous underground explosion.
- **Moreton Extended, North Ipswich** 1971-1972**.** A 1ft 11½ in (597mm) gauge diesel locomotive was used underground until lost in a cave-in.
- **Leichhardt, South Blackwater** 1973-1982. 3ft 6in gauge. Battery electric and diesel locomotives and personnel transporter cars were used underground.

- **Cook, South Blackwater** 1976 - . 3ft 6in gauge. Underground mine with inclined drift opened in 1975 with surface and underground rail installations. Diesel locomotives and personnel transporter cars possibly still in use.

QUARRYING AND GRAVEL EXTRACTION

Railways used for transporting material to a crushing or processing plant.

- **Queensland Cement & Lime, Cement Mills** 1920s-1937. A short narrow gauge railway, probably 2ft gauge, with a petrol locomotive, appears to have hauled limestone from quarry to processing plant.
- **Queensland Main Roads Board, Beerburrum** 1923-? A 1 km 2ft gauge line transported road metal from a quarry to the QR Beerburrum station. Petrol locomotive.
- **Queensland Main Roads Board, Landsborough** 1922?-? It was reported that a quarry in the Bald Knob area used a similar rail operation and locomotive to that at Beerburrum, to supply road metal for the Landsborough-Maleny road construction.
- **John O'Hara, Ayr** 1973-1974? A 2ft gauge petrol locomotive is believed to have been used on a 1 km temporary tramway in the bed of the Burdekin River to extract sand and gravel for concrete manufacturing.

GUANO

Light Railways were used for guano extraction on offshore islands. The product was used as a fertiliser. J.T. Arundel & Co had a light 2ft gauge steam locomotive that was used at a variety of Queensland locations to transport excavated material to the loading wharf.

- **Raine Island** 1890-92
- **Lady Elliott Island** 1894-98
- **Fairfax Island** 1898-99
- **North West Island** 1899-1900

RIVER AND HARBOUR WORKS

Light railways were frequently used to improve navigation in rivers and for harbour construction, usually for transporting stone and other materials.

- **Pioneer River Training Wall, Mackay** 1889-1891. 3ft 6in gauge. Contractors Robertson & Pirie used a 5 km line, probably 2ft gauge, to convey stone from a quarry at Mount Bassett to training walls being constructed on the north bank of the Pioneer River.
- **Mackay Harbour Board** 1898-1946? Intermittent use of 4ft 8½ in gauge lines to convey quarried stone from Mount Bassett to various projects, initially in the Pioneer River and later to construct a new Outer Harbour. The main lines were to East Point (4 km), built in 1898, North Mackay (5 km with another 5 km of temporary training wall line), built in 1920, and to the Outer Harbour (1.5 km) built in 1934.
- **Rockhampton Harbour Board** 1905-1913. A 4ft 8½ in gauge locomotive was taken over from a construction contractor in 1906 for river improvement works. It was used for transporting quarried stone in two locations, Thompsons Point (1905-1908 and 1910-1913) and Nerimbera (1908-1910)
- **Townsville Harbour Board** 1912-1946. 3ft 6in gauge. Intermittent use of an ex-QR locomotive to haul stone from quarries at Magazine Hill and Pilot Hill for construction and reclamation works.

TUNNELLING

A significant use of narrow gauge railways to the present day is tunnelling. The railway is used for the transport of spoil, workers and materials in the construction of tunnels for water, sewerage and other services. There were probably a number of others in Queensland used in connection with dam construction projects.

- **Barron Falls Hydroelectric Power Station** 1962-1963. Tunnelling work near Kuranda for the underground power station. A 3ft (915mm) gauge diesel locomotive was used.
- **North Pine Dam** 1973. A 2ft gauge battery electric locomotive was reportedly here, presumably for tunnelling preparatory to the construction of the dam.
- **Baroon Pocket Tunnel** 1987-1988. 2ft gauge diesel and battery electric locomotives were used for the construction of a 2.5 km tunnel in connection with the building of the Baroon Pocket Dam. The tunnel connects the water storage on Obi Obi Creek with a water treatment plant at Montville.
- **Tully Millstream Hydroelectric project, Cardstone** 1990-1991. 3ft 6in gauge diesel locomotives were used for tunnelling work for a proposed hydro-electricity scheme that was subsequently discontinued.
- **Milton Stormwater Relief Tunnel** 2000. 2ft gauge battery electric locomotives were used for tunnelling between Castlemaine Street and the Brisbane River preparatory to the redevelopment of Lang Park/Suncorp Stadium.
- **S1 Sewer Construction Brisbane** 2000-2001. 2ft gauge diesel locomotives hired from the USA were used in the construction of a 4.7 km sewer tunnel from Hamilton to North Quay with the main access shaft at Perry Park, Bowen Hills.
- **Tugun Desalination Plant** 2007-2008. 2ft gauge. An undersea tunnelling project involved two 1.4 km intake tunnels and two 1.2 km outlet tunnels as part of the construction of a desalination plant. Diesel locomotives hired from the USA were used.
- **The Narrows, Gladstone** 2013-2014. 762mm gauge diesel locomotives were used to construct a 4.3km tunnel to carry a gas pipeline from the mainland to Curtis Island as part of the Santos Gladstone liquid natural gas project.

OTHER CONSTRUCTION WORKS

Before the advent of rubber-tyred construction vehicles, light railways were used extensively for public works projects and other large construction jobs.

- **Cairns City Council, Edge Hill** 1911-1926. 2ft gauge. A 5 km line was used to bring stone quarried at Edge Hill to the city area for filling in low-lying areas. Steam locomotives were used.
- **Pinkenba – Luggage Point** 1914-1929. An 8 km 2ft gauge electrified line was built between Pinkenba and Luggage Point in connection with the construction of a main sewer to the Luggage Point treatment plant, and was subsequently used for maintenance purposes.
- **Southport – Burleigh Road** 1922-1925. A 2ft gauge line was used for road construction from the Nerang River towards Burleigh to convey stone north and south from a river wharf in Surfers Paradise. A steam locomotive and a locally-built petrol locomotive were used.
- **?** 1920s? 2ft gauge? Two photographs exist showing what appears to be an extemporised narrow gauge internal-combustion locomotive with a belt drive hauling about 12 skips loaded with sand at an unknown beachside location. Coastal reclamation work is a possibility.
- **Cairns City Council, Intake** 1926-1928? A 2 km 2ft gauge line was built from Crystal Cascades to an intake on Freshwater Creek to transport pipes to duplicate an existing water supply pipeline. A home-built petrol locomotive was used.
- **Coolangatta** 1928-1929. A small narrow gauge steam locomotive was seen with a train of side tipping skips on road construction work near Coolangatta during the Christmas holidays in 1928. No other details are known.
- **Somerset Dam** 1935-1942? 3ft (915mm) gauge diesel locomotives were used for hauling aggregate for this dam construction project on the Stanley River.
- **Tennyson Powerhouse** 1949-1950. It is reported that a 1ft 8in (508mm) gauge petrol locomotive was used by contractor M H Hornibrook for the construction of the foundations of the Tennyson Powerhouse, but this has not been verified.

- **Ron Camm Bridge, Mackay** 1979-1980. A 3ft 6in gauge diesel locomotive was used by contractor MH Hornibrook for transporting concrete spans. It is likely that it was used in a similar way on other projects.
- **Clare – Dalbeg Tramway** 1979-1980. 2ft gauge diesel locomotives were used by the contractor building a 47 km cane railway between Steepy Banks to Dalbeg, which became part of the Invicta Mill system.

PRIVATE SIDINGS AND INTERNAL TRAFFIC

Other industries used railways for exchange traffic and internal use.

- **Arthur Foote, North Ipswich** 1926-1972. 3ft 6in gauge. Joinery works with a private siding connected to QR. Steam and petrol locomotives.
- **Hancock Brothers, North Ipswich** 1940-? 3ft 6in gauge. Sawmillers and timber merchants with a private siding connected to the QR wharf branch. A Purrey steam tram unit from Rockhampton is said to have been obtained for shunting.
- **Evans Deakin, Salisbury** 1940-? 3ft 6in gauge. Engineering works with internal works railway connected to QR at Rocklea. Steam and diesel locomotives.
- **Massey Ferguson, Sunshine Works, Geebung** 1954-1992? 3ft 6in gauge. An agricultural machinery manufacturing plant, with connection at QR at Sunshine. A petrol locomotive was used.
- **Mourilyan Bulk Sugar Terminal** 1956-1997. 2ft gauge. Bulk sugar terminal connected to the 2ft gauge QR Innisfail Tramway (Mourilyan Mill from 1977). A diesel locomotive was used.
- **Lucinda Bulk Sugar Terminal** 1957- . 2ft gauge. Bulk sugar terminal connected to the 2ft gauge Victoria Mill system. Diesel locomotives are used.
- **Mackay Bulk Sugar Terminal** 1957-1999. 3ft 6in gauge. Bulk sugar terminal connected to the QR Mackay Harbour line. Diesel locomotives were used.
- **Townsville Bulk Sugar Terminal** 1958-1988. 3ft 6in gauge. Bulk sugar terminal connected to the QR Townsville Harbour branch. Diesel locomotives were used.
- **Palmer Tube Mills, Acacia Ridge** 1986?- . A steel tubing manufacturing and distribution plant with a dual gauge connection. Initially a 3ft 6in gauge diesel locomotive was used to shunt standard gauge stock, replaced by a 4ft 8½ in gauge shunter.

OTHER MISCELLANEOUS

- **Maria Creek Tramway** 1906-1916. This 2ft gauge line defies easy classification. It was built principally to bring bananas to port, and handled significant log traffic. It later also conveyed sawn timber. The line was also known as the Japoon Tramway. It ran west for 21 kilometres, including branches, from a wharf on Maria Creek. It was taken over by the government in 1916 for incorporation into the South Johnstone sugar mill system. Steam locomotives were used.
- **Sherwood Forests, Corinda** 1973-1991. A short 'back yard' 2ft gauge line at a suburban address, used as part of a horticultural nursery business. A diesel locomotive was used.