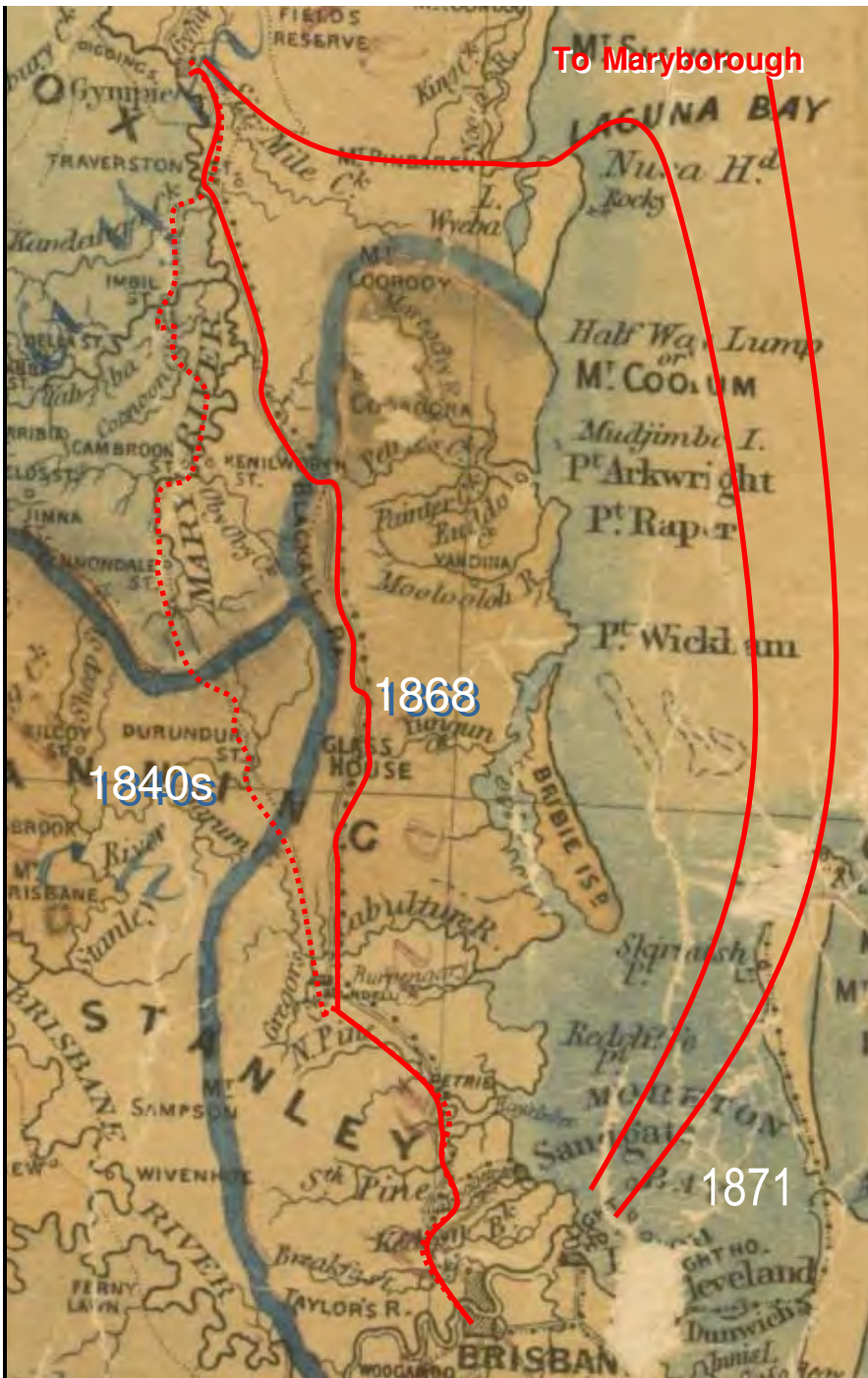


Gympie and the railway



Sean O'Keeffe
Dept of Environment
and Heritage Protection ©



Getting there 1867-1881

From GYMPIE to MARYBOROUGH—Mondays, Wednesdays, and Fridays, at 6 a.m.
 From MARYBOROUGH to GYMPIE—Tuesdays, Thursdays, and Saturdays, at 7 a.m.
 From BRISBANE to GYMPIE—Via Tewantin, on Tuesdays and Fridays, at 5.30 a.m.
 From GYMPIE to BRISBANE—Via Tewantin, on Wednesdays and Saturdays, at 6 a.m.

Brisbane Courier 5 Jan 1878 p.2

NOLAN'S ROYAL MAIL COACH
LEAVES the Custom House Hotel, Maryborough, for Gympie, **DAILY**, at 6 a.m.
 Also, **LEAVES** Farley's Hotel, Gympie, for Maryborough, at 6 a.m., **DAILY**.
 Also, for Gayndah, **MONDAYS** and **THURSDAYS**, at 6 a.m.
 Returning from Gayndah on Mondays and Thursdays, at 9 a.m.
JOHN NOLAN, Proprietor.
 2834 **J. MOORE LA BARTE**, Agent.

COBB & CO.'S
TELEGRAPH LINE
OF
ROYAL MAIL COACHES.
QUEENSLAND BRANCH.

THE COACHES of the above Line **LEAVE** the Royal Hotel, Brisbane, as under:—
FOR IPSWICH—Daily (Sundays excepted), at 5.30 a.m. and 12 noon; leaving Ipswich on return at 12.30 p.m. and 6 p.m.
FOR WARWICK—Daily (Sundays excepted), at 5.30 a.m.
FOR CONDAMINE and ROMA—Tuesdays and Saturdays, at 5.30 a.m.
FOR GYMPIE—Mondays, Wednesdays, and Fridays, at 4 a.m.
FOR MARYBOROUGH, from Gympie—Daily (Sundays excepted).
FOR KILKIVAN, from Gympie—Mondays and Thursdays.

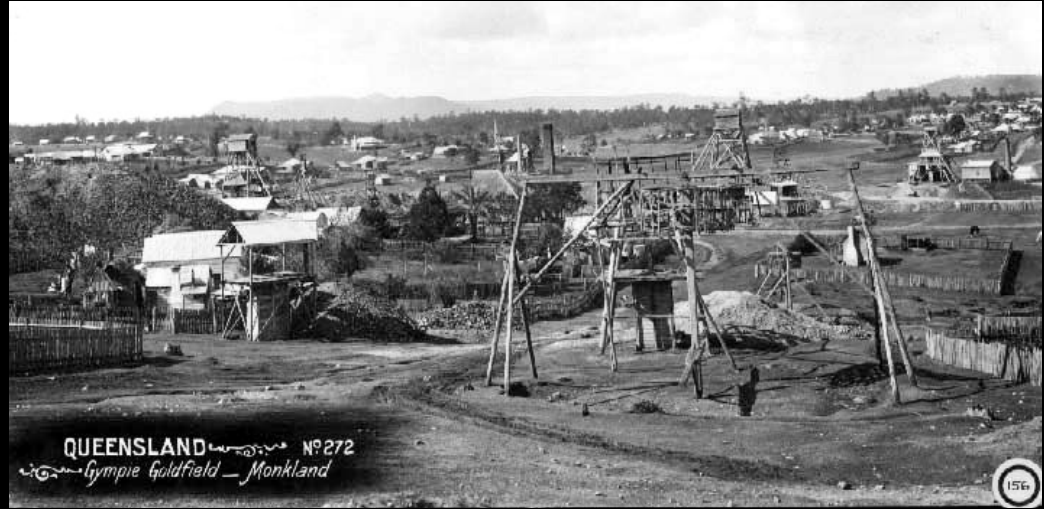
Brisbane Courier 18 March 1869, p.1



Looking towards fiveways c1968 *Picture Gympie*



QUEENSLAND No 277
Gympie Goldfield (No. 2 S.G. Eastern Underground)



QUEENSLAND No 272
Gympie Goldfield - Monkland

156



QUEENSLAND No 321
View of Gympie

Deep reefing from 1875



QUEENSLAND No 69
Gympie Goldfield - Face of Reef

69



QUEENSLAND No 276
Gympie Goldfield - Interior Quarry Crushing Building

68



QUEENSLAND No 319
"English" Gold Mine - Gympie

68

Title fight: Commissioners vs. Caledonian Hill



Mining Industry, Gympie, Queensland.

benefit all parties. A few of our influential store-keepers, whose business and domestic establishments lie at the northern extremity of Gympie, took exception to the decision of the multitude. They supported their argument in this way :—" We represent the commercial interest. The goods arriving by rail must come to us in the first instance, and are afterwards unpacked and retailed to you. We are *the* town, and consequently the centre. Our member, the representative of the whole district, also resides here ; therefore, upon these grounds, we claim that the terminus should be built for our convenience, and were you not blind to your own interests, you would perceive it is for your convenience also." The other side replied :—" Some

convenience also." The other side replied :—" Some of the goods come to you, it is true ; but all the heavy mining material required, all the heavy steam engines and boilers, crushing machinery, &c., arrive direct at the claims, and to unload them at the terminus you propose, and afterwards convey them through the town, away up that dreadful long pinch called Caledonian Hill, and away south from that to where the claims are situated, . will involve a heavy and unnecessary expenditure of capital that might be far better invested in developing our mines. Three-fourths of the entire population reside to the south of Caledonian Hill, and they also deserve some consideration ; and all the gold is obtained to the south of the hill. But we are not selfish, we do not want the terminus built at the extreme south of the place, as you do to the north ; we wish to benefit all parties, therefore we have selected Caledonian or Red Hill as the future site, it being both central and of easy access to all concerned." In the

1881-1891



Section of Maryborough-Gympie line

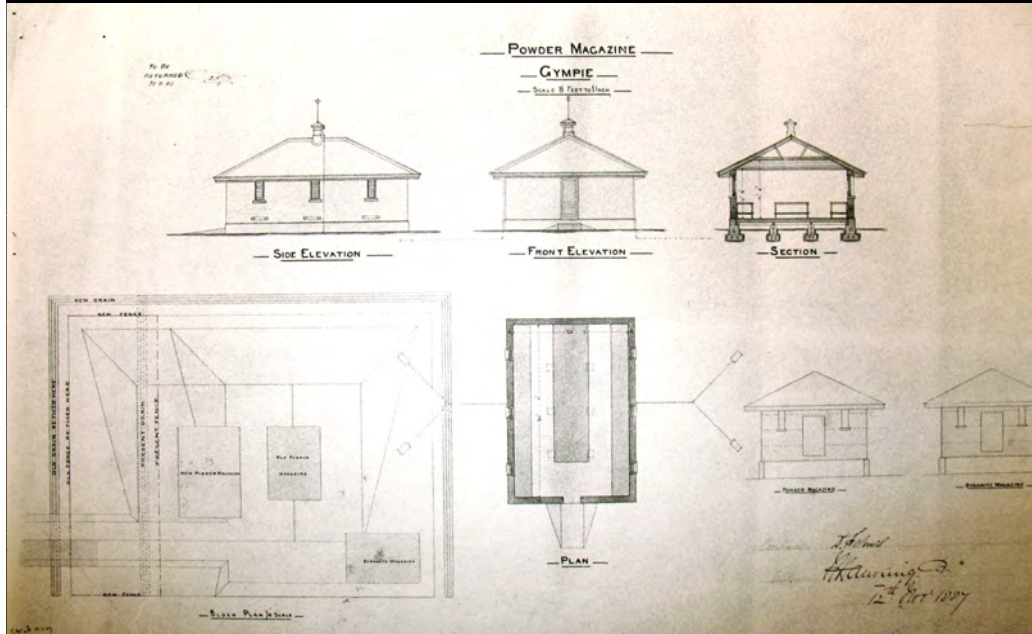


Gympie Railway Station, 1882 –note the dead end position



Gympie Railway Yard, 1882

Powder Magazine, Gympie 1887 moved to Traveston 1898.



QSA 587283



QSA 587261



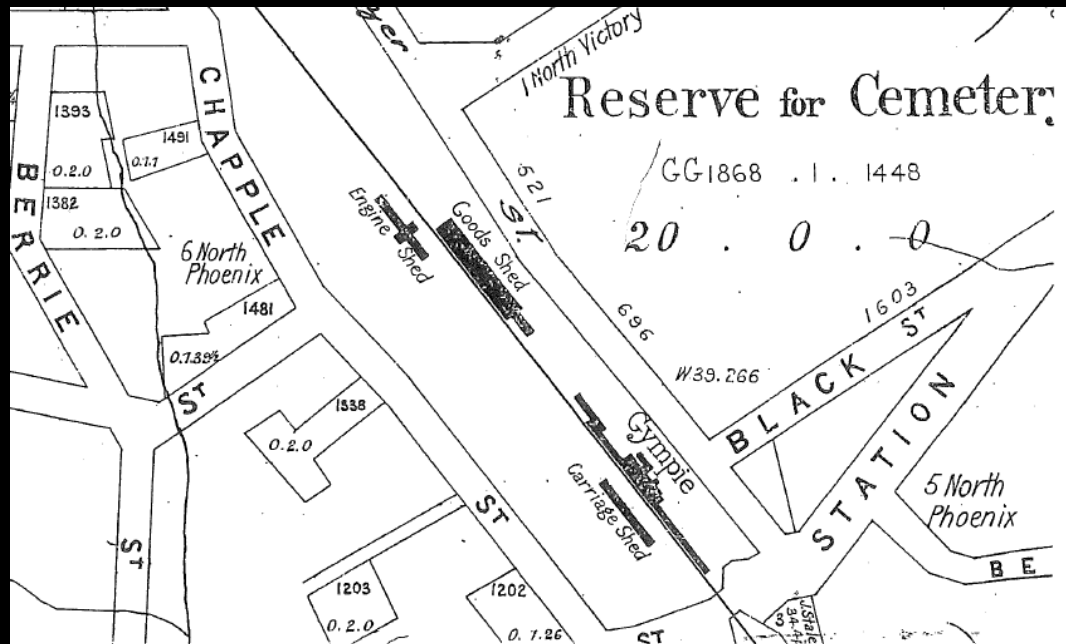
Mary St explosion 1877



Traveston Hall incorporating magazine 2009

View of railway station
showing repositioned
station building post-
1891

City of Gympie 100 Years of News p.15



Detail from map showing layout of
Gympie Railway Station
C1900s

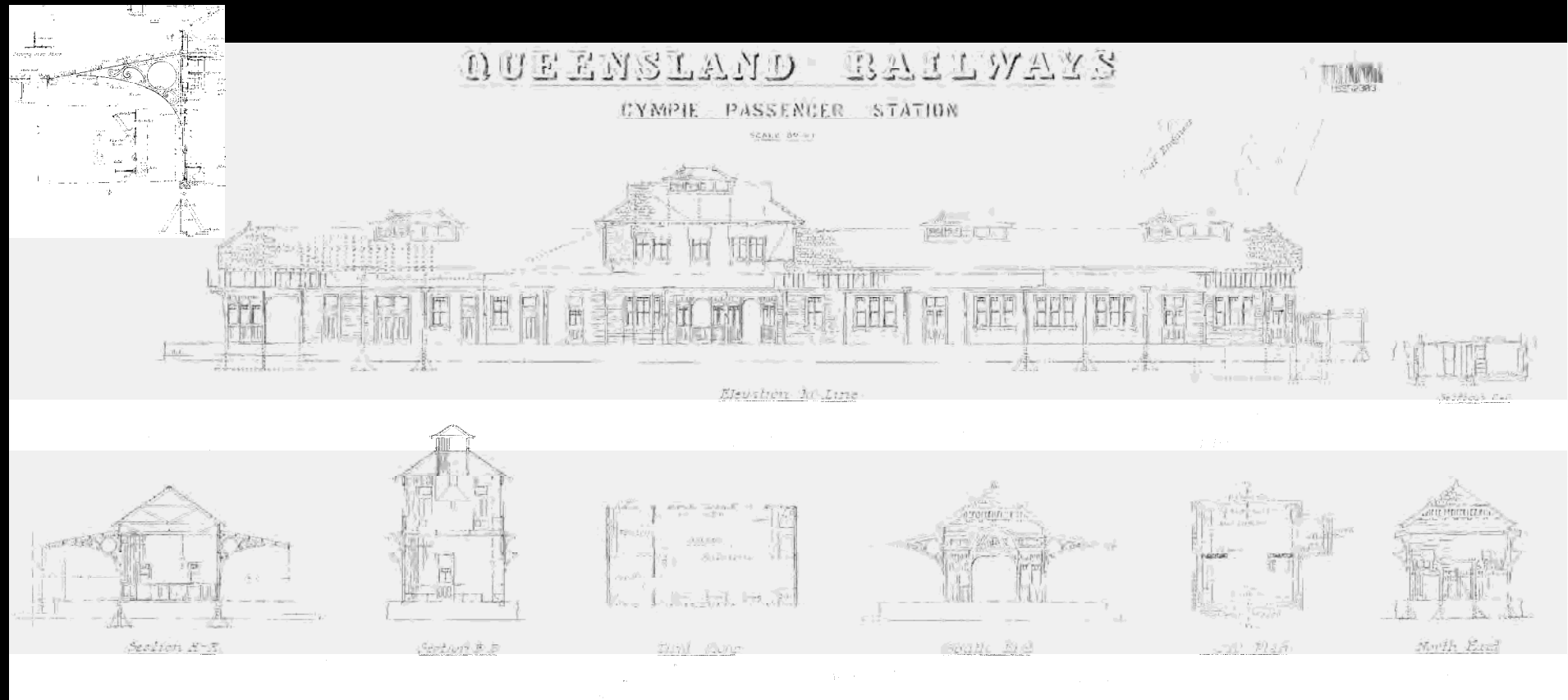


Fig 1: Queensland Railways 1912, 'Gympie Passenger Station' architectural plan Image Source: ePlan Room



<http://nma.gov.au/collections->



Pagoda Style



Cooyar



Brooloo



Yarraman



Gympie

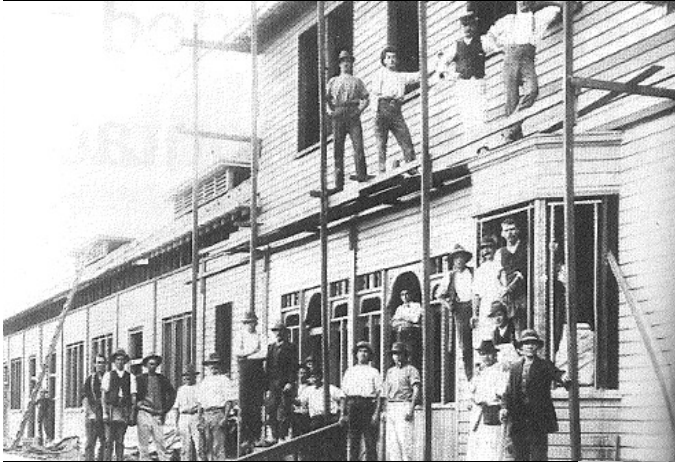
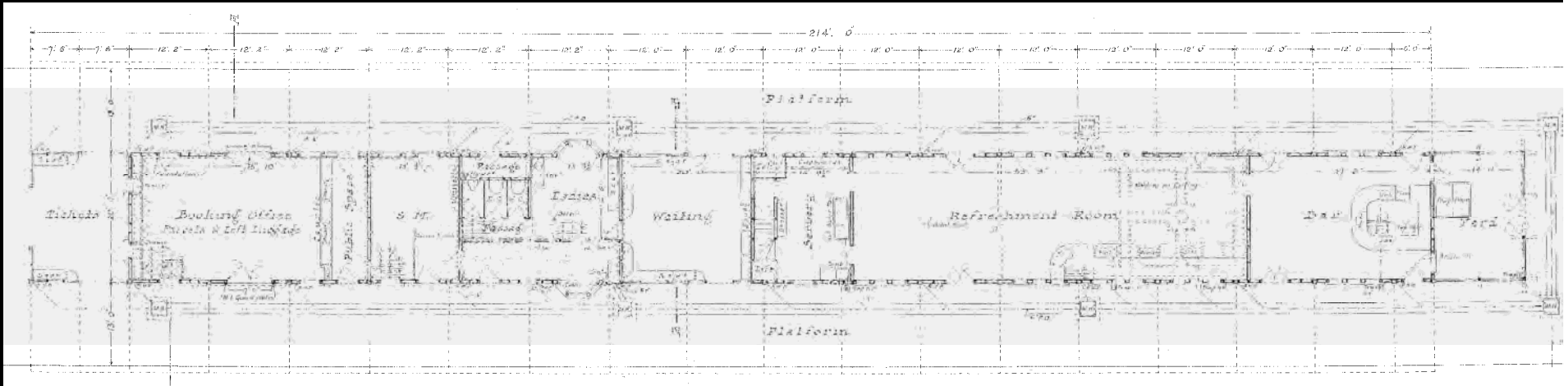
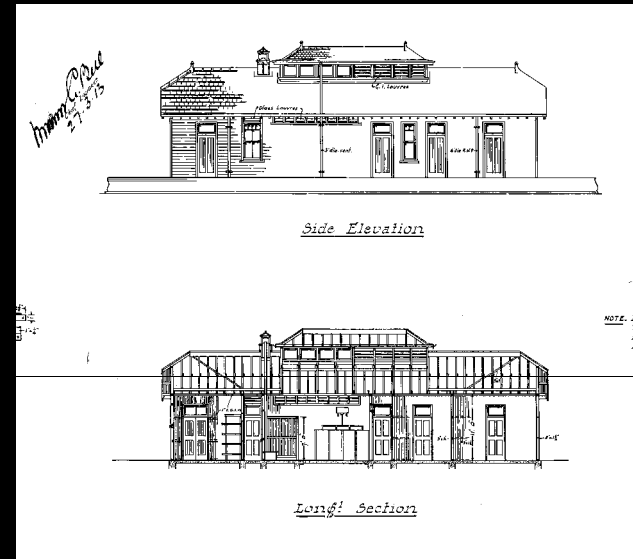


Image Source: ePlan Room
<http://www.projects-services.qld.gov.au/eplan> downloaded January 2010

Original internal layout





Building housing Lamp/porter/guards room with pagoda roof c1940 Picture Sunshine Coast

Detail from Queensland Railways 1913 Subway architectural plan

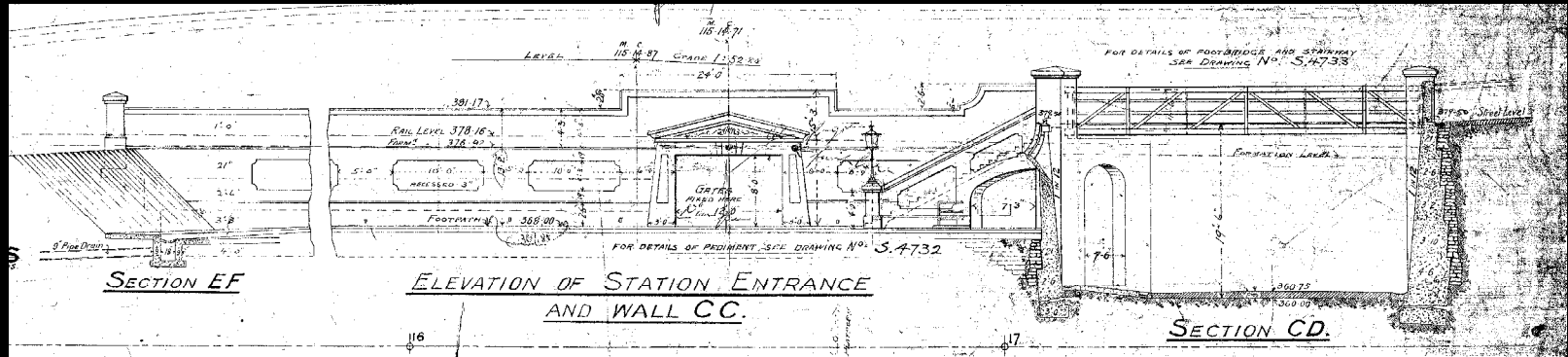
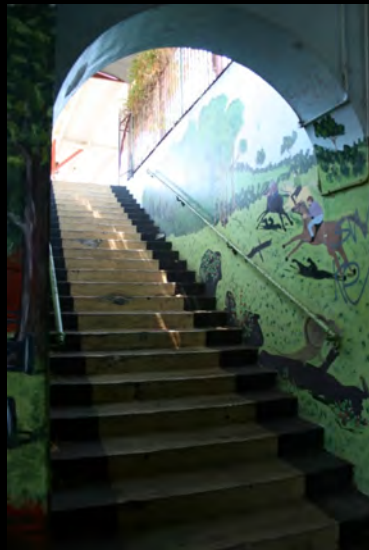


Image Source: ePlan Room <http://www.projects-services.qld.gov.au/eplan>



Triple gabled engine shed



Prince of Wales leaving the station via subway entrance 1920



1915 overbridge



Smoke screens underneath bridge

GOLDEN BUTTER WORTH ITS WEIGHT IN GOLD

Milk Product Beats
Gympie's Record
Gold Output!

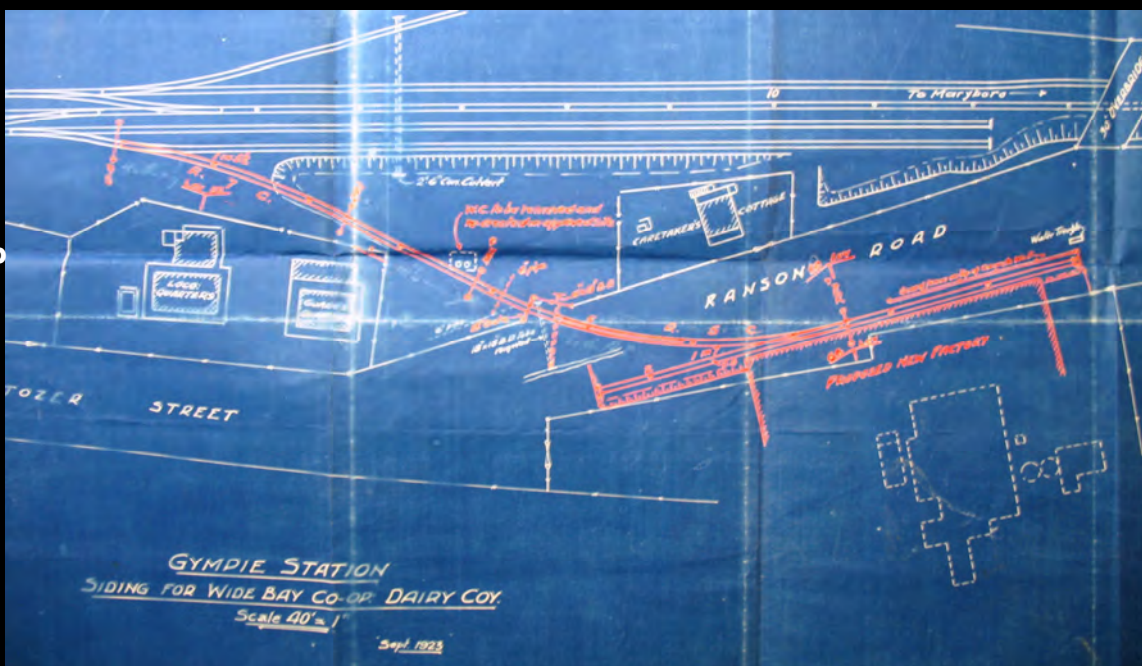
Gympie In Pride of Place
In The Dairying
Industry!



BUTTER FACTORY—Designed and Built by Messrs. J. Wildridge & Sinclair (Brisbane), Ltd., Australia, for the Wide Bay Co-operative Dairy Association Ltd., Gympie.

Capacity, 120 tons Butter and 80 tons Ice per week when working one shift of 8 hours per day for 6 days only.

GYMPIE, January 22.
The Gympie railway station returns for December were:—Passengers, 8521; ticket revenue, £1305/2/5; parcels, £861/11/10/. The returns for the full year show: Passengers, 23,016; ticket revenue, £9520/4/2; parcels, £3454/15/6. The goods traffic for the 12 months was: Goods received, 20,595 tons; live stock, 427 horses, 1109 cattle, 9734 sheep, 158 pigs; revenue, £21,166/9/5. Forwarded: Goods, 12,745 tons 3 cwt.; live stock, 160 horses, 258 cattle, 627 sheep, 1077 pigs; revenue, £9048/8/9.
The past year's returns, compiled by



Map detail Wide Bay Co-op
Railway Siding 1923

Mary Valley Railway Cream Sheds

Kandanga



Melawondi

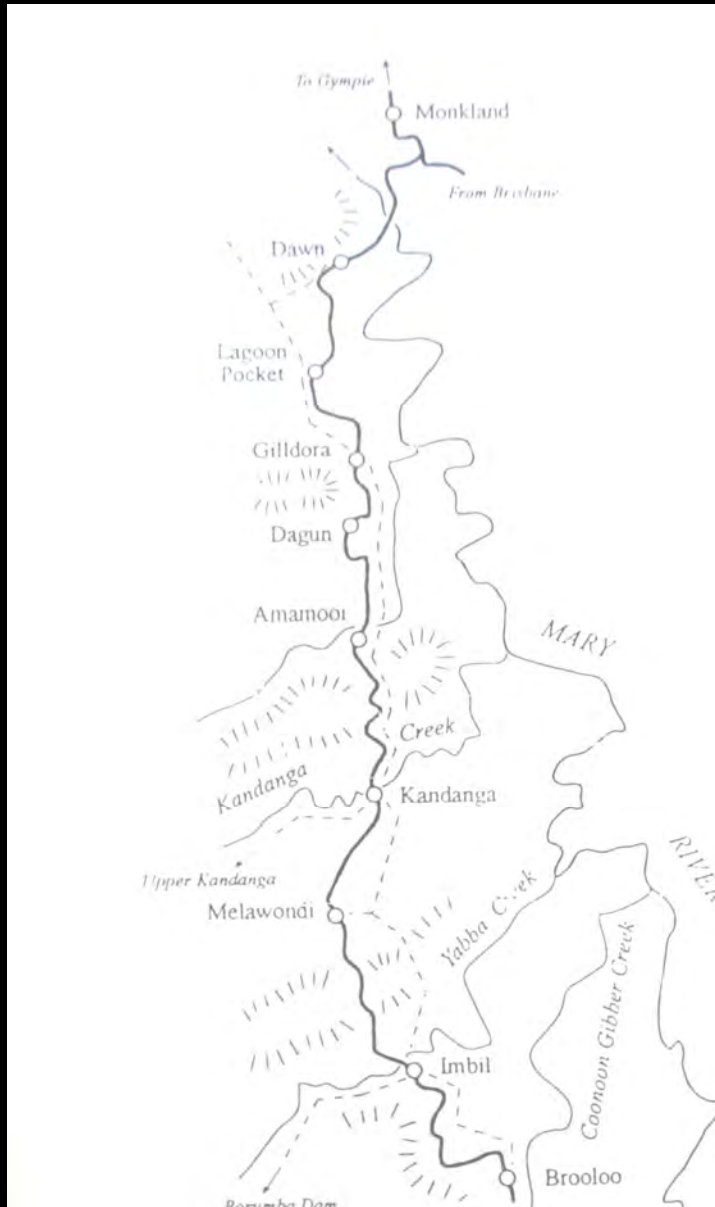


Amamoor



Dagon (combined with goods shed)

Mary Valley Branch Railway



Source: Pat Towner, . *Rock 'N' Rails: The history of the Mary Valley railway line*. Patricia Towner, *Gympie Times*, 1998, p.5.



Construction workers on the Mary Valley line 1911



Cream cans standing on the platform of the Eudlo Railway Station, 1932



HEAVY BANANA YIELDS

A GYMPIE RECORD.

GYMPIE, November 21.

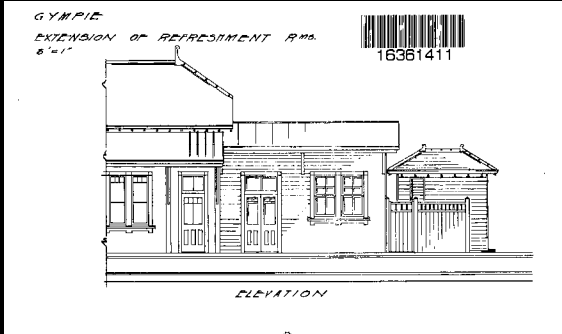
The consignments of bananas from Gympie have advanced by leaps and bounds during recent months, and some growers have had some heavy earnings. On Wednesday the Messrs. Patroni Bros., for 1 week, sent away 194 cases of bananas by the special fruit train. This is probably a record consignment by one plantation through the Gympie railway station. Last week this firm consigned 141 cases. For the past month this firm has sent away about 600 cases.

Brisbane Courier 22 November 1924 p.17

THE FRUITFUL MARY VALLEY.

The banana, citrus, and pineapple industry prospects in the Mary Valley were found by the Director of Fruit Culture to be excellent when he paid an official visit to the district recently. Mr. Benson was impressed particularly with the size and quality of the smooth leaf pineapples grown in the Ammamoor and Dagu areas. The fruit was of good colour and showed but little the effects of the cold weather. The pines were of exceptional size, and in many instances weighed from 9lbs. to 10lbs. each, while, generally, the growers complained that they could only get about eight pineapples into a case, which on the average would take 16 to 24 fruit. In the Mary Valley district generally, the cultivation of pineapples, both on forest and scrub lands, was giving every promise of great success. All the plantations looked very well. Mr. Benson added that he found that, despite the severe dry spell of March and April last, which was followed by a long and cold winter, most of the younger banana plants had not been materially injured. Some of them were exceptionally healthy.





1920s additions

Platform shade



Refreshment room extension



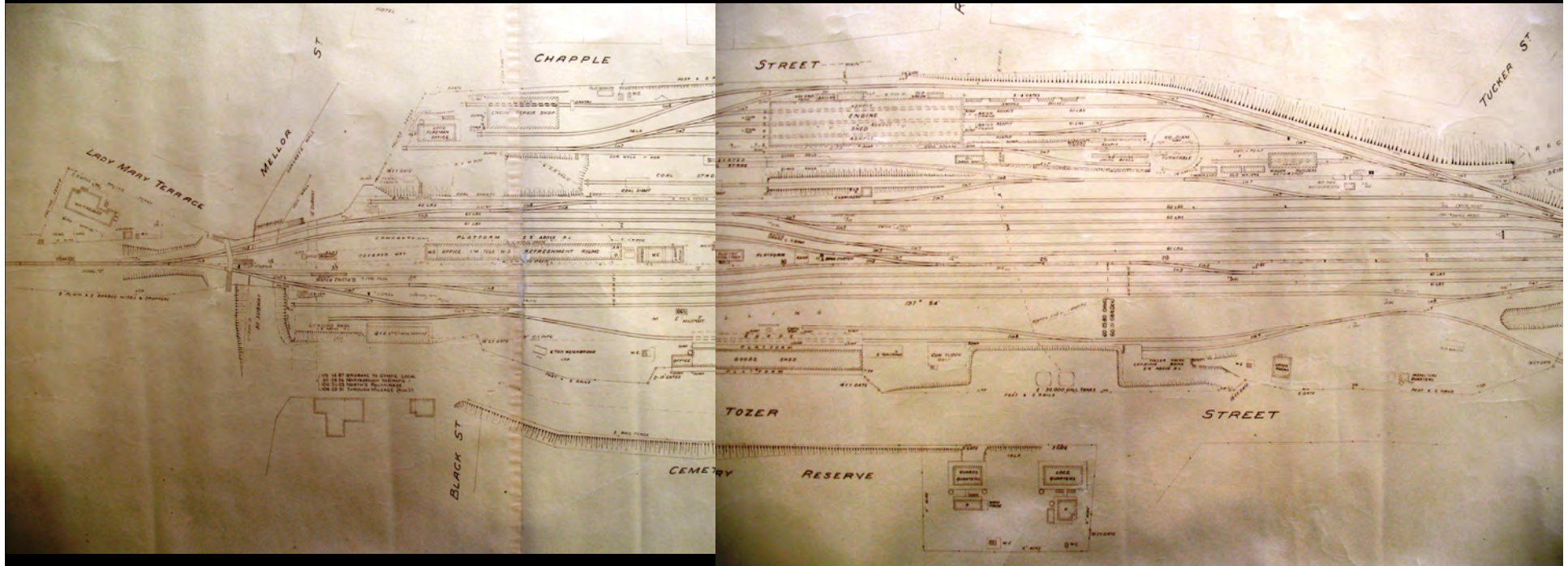
Electric lift



3 storey Signal cabin



Gympie Station Site plan 1932



For the fourth month in succession the Gympie butter factory has produced record quantities of butter. Production in July was 442,039lb., exceeding the previous best figure of 393,111lb. in July, 1931.

In the 12 months ended June 30 last, the total tonnage of goods and livestock forwarded from the Gympie railway station was 28,597, which included livestock 15,371 tons, sawn timber 4600 tons, log timber 3110 tons, butter 2994 tons, fruit 1344 tons, agricultural produce 577 tons, and sugarcane 584 tons.



37. Railway Station, Gympie, 19

Aerial view Gympie railway Station and surrounding precinct

Gympie Timber Company
site



Grand Hotel 1915-1951



Railway Hotel 1916



Butter factory 1925



Fruitgrowers/COD store
by 1949



Farmers Cooperative 1950s?



Fruitgrowers Co-op/Sauers 1929



1890s shops?

RECORD LOADING
25-4-84
253 BINS



Fruit Growers Co-op Building Kandanga Station



Large Mary Valley crop of pines

GYMPIE, Monday. — The summer crop of pineapples in the Gympie and Mary Valley districts is expected to be as big as, if not bigger than, that of last year.

Courier Mail Nov 28 1950



End of steam era 1968

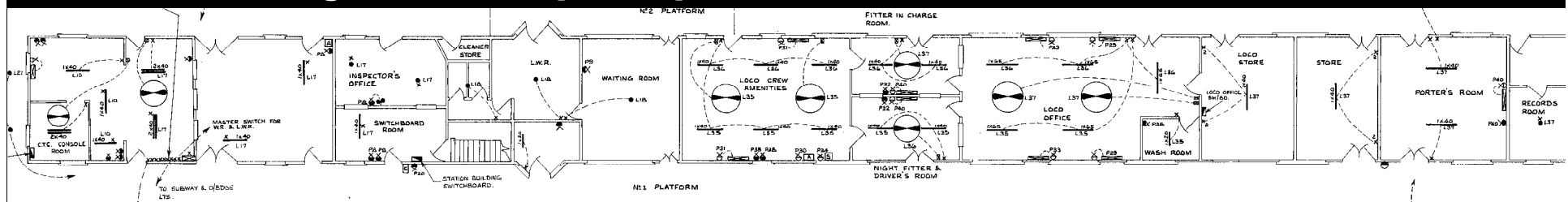
August 3 1968

http://gallery3.qrig.org/index.php/members-gallery/Mike-Quirk/Steam-Depots/Gympie-Loco-992_-918-3_8_68

Refreshment Room 1913-1974



Station building internal layout by 1981



Former first floor kitchen space



Signal cabin
removed circa
1989





National Library of Australia

nla.pic-an11850641-25-v

1980s views of the station



Arrivals



It was high holiday in Gympie. Nearly every one turned out to watch the train enter the station, and when his Excellency and the members of the Ministry stepped upon the platform they were cheered to the echo. The Governor was received by a guard of honour composed of a detachment of the Defence Force from Maryborough and the Gympie Mounted Infantry, the latter looking brown and robust after their western experience, and wearing in their hats the emu feathers obtained during their sojourn in the West. A sort of counter demonstration had been arranged for by the Workers' Political Association of Gympie. These labour "leaders"

The governor arriving for the Brisbane-Gympie line opening
Queenslander July 25 1891

1920 visit by the HRH Prince of Wales



Princess Alexandra's visit to Gympie in September 1959



A Recent Demonstration at Gympie (Q.)

Sick and wounded soldiers from the Dardanelles 1918

RAILWAY FATALITY AT GYMPIE.

A PORTER KILLED.

(By Telegraph from Our Correspondent.)
GYMPIE, May 9.

A terrible accident occurred at the railway station to-day. A porter named J. H. Hodges was attempting to get on to an incoming train, when he tripped over a gate-post, and, getting caught, was dragged a distance of nearly fifty yards between a railway waggon and the platform. He was picked up unconscious, and died a few minutes later. The body was terribly mangled, both legs being broken, the shoulders dragged asunder, and flesh and bone strewn over the line.

BC 10 May 1901 p.4

Sudden Death at Gympie.

A sudden death occurred at Gympie when a railway employee named Charles Coe, aged 50 years, and a former resident of Maryborough, dropped dead in the railway yards. His wife and family reside in Ferry Lane, while a son is employed in the loco. department at Maryborough. Deceased was a very old resident of Maryborough, and was employed on the maintenance gang in the Railway Department.

Cairns Post 28 November 1916, p.4

RAILWAY EMPLOYEE'S DEATH

BRISBANE, Friday.—Thomas J. Rogan, the railway employee who had his foot caught in the points during shunting operations at Gympie railway station on Tuesday morning, and who had his leg amputated has since died. The Railway Department took a hand in the funeral arrangements.

Cairns Post 25 May 1912, p.7

RAILWAY FATALITY.

ACCIDENT AT GYMPIE.

GYMPIE, December 19.

The death occurred yesterday of Mr. Richard Hill, a railway employee at the Gympie Station, at the age of 66 years. On Friday morning the deceased, who was employed as a shed hand in the loco. department, and had charge of the cleaners in the shed, was cleaning an engine, when he was caught between the buffers of two engines, and his thigh was crushed. Drs. Cuppaidge and Kelly were in immediate attendance with the Gympie Ambulance, and after first aid had been rendered he was hurried to the General Hospital, where it was found necessary to amputate the

leg at the hip joint. Although the deceased lost a lot of blood at the time of the accident he remained conscious, and conversed on the way to the hospital. The funeral took place this afternoon, and was largely attended.

BC 20 December 1926 p13

SUDDEN DEATH.

A PORTER'S COLLAPSE.

GYMPIE, January 30.

At the Gympie railway station, Robt. Hugh McLaughlin (a porter), died suddenly at about noon. Deceased was unloading a truck, when he was seized with a fit of coughing. John Lyden and P. O'Neill went to his assistance, and summoned Dr. Kelly, but when the doctor arrived life was extinct. Deceased, who had been mining for a number of years, was not in the best of health, having had a recent bad attack of pneumonia. The cause of death was hemorrhage of the lungs.

Brisbane Courier 31 January 1923, p.3

YOUTH KILLED.

BY ROLLING LOGS.

GYMPIE FATALITY.

GYMPIE, July 26.

Roy Edward Coop (18) was killed this afternoon when his head and chest were crushed by logs, which he and another man were unloading from a motor truck in the railway yard. Coop and a companion were trying to release the switch chain securing the logs when the top tier rolled off the truck, carrying the two men towards the ground. Coop was caught between two logs, and died before he could be released.

Cairns Post 27 July 1937, p.7

ANDREW CRICHTON, carriage-cleaner at the Gympie Railway station, while at his work on Tuesday morning, went under the brake van, and was killed by the unexpected removal of the van by an engine. The wheel nearly severed his head from his body, and, as it was, broke his neck.

Queensland Figaro 23 May 1885, p.7

BULLEN BROS' CIRCUS AGAIN UNLUCKY

GYMPIE, January 7.—For the third time in a little more than 18 months Bullen Bros' circus has met with bad luck.

Last Sunday night two donkeys and a camel belonging to the circus, which was being unloaded in the Gympie railway station yard got in front of a heavily-laden goods train from Brisbane to Gympie. The two donkeys were killed outright and the camel was so badly injured that it had to be destroyed.

Morning Bulletin 8 January 1946, p.4

Departures-
permanent!

Shearer's Strike 1891 –solidarity with the shearers

Conflict

THE DEFENCE FORCE AT GYMPIE.
DISPERSING THE MOB WITH FIXED
BAYONETS.

Crowd of 300 greeting defence force enroute to Barcaldine at Gympie in 'unseemly demonstration'!
Order given to fix bayonets and bring them to charge!

Crowd scattered "but not quickly enough to save two or three getting gentle pricks from the points of bayonets"!

From the station to the drill shed men were hooted and groaned at, groans accorded to pastoralists and squatters, also the government, cheers for the shearers!

Sentries posted and bayonets fixed the next morning when troops left!

'a number of larrikins were also present and conspicuous in the use of foul language'!

Railway strike! September 1925

IN GYMPIE.
HOW THE TOWN IS FARING.

- 200-300 railway employees at meeting!
- £1000 in butter held up!
- Car proprietors travelling to Brisbane declared "black"!
- No newspapers or mail!
- Gympie supply of commodities only to last a few weeks!
- Dairy farmers with cream and banana growers all held up!

1996 -Back to the future

Tourists' Excursion to Gympie.
The Railway Department announce that a tourists' excursion to Gympie will be held next Friday for the benefit of visitors from the South by the steamer Wyreman. A special train will leave Brisbane at 8.40 a.m., arriving at Landsborough at 10.30 a.m., and Gympie at 1.40 p.m. The train will stop at places of interest for a few minutes, and passengers may break their journey as desired on the up trip.

Brisbane Courier 13 July 1909, p.5



