

CELEBRATING

150

years of rail  
in Queensland

1865 - 2015



## A rich history of 150 years...

### Then

The first line built for urban purposes in Queensland was the Roma Street to Sandgate line which opened in 1882 to provide convenient access to the bayside for Brisbane residents. The Doomben line was soon opened six months later, to connect people to the Brisbane Racecourse.

The decision to electrify the suburban network, which was implemented between 1979–88, resulted in major improvements to passenger comfort (first air-conditioned suburban trains in Australia), frequency (30 minute 'clock face' timetables introduced) and reduced transit times. Patronage increased by 60-65% on most lines in the first full year after electrification.

- |      |  |
|------|--|
| 1865 | Queensland's first railway line opens from Ipswich to Bigges Camp (now Grandchester) |
| 1875 | Ipswich to Brisbane railway opened for use   |
| 1879 | Emerald line opened  |
| 1882 | Charters Towers line opened  |
| 1887 | First passenger journeys from Brisbane via Wallangarra to Sydney                     |
| 1888 | Opening of railway to Charleville  |
| 1890 | Brisbane to Bundaberg line is connected  |
| 1891 | Barron Gorge Railway (Cairns to Kuranda) opened                                      |
| 1892 | The outback line to Longreach is connected   |

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1908	Opening of railway to Cloncurry
1910	North Coast Railway and Great Western Railway acts passed in Parliament
1923	Brisbane to Townsville linked by North Coast Railway
1935	New tourist train the Sunshine Express is introduced
1952	First diesel locomotives come into service
1953	The Sunlander replaces the Sunshine Express
1954	The Westlander enters service
1958	Last steam locomotive is put into service
1961	Stainless steel carriages are seen on Brisbane's suburban trains
1969	Steam era ends in Queensland
1979	First electric trains enter operation in Queensland
1989	First electric train service (Spirit of Capricorn) Brisbane to Rockhampton
1998	Rockhampton Tilt train comes into service
2003	Cairns Tilt Train is introduced to the fleet
2013-14	Spirit of Queensland is introduced to the fleet
2015	Queensland Rail celebrates its 150 <sup>th</sup> birthday with celebrations all over the state

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## Now

With more than 6500 kilometres of track across the state, today trains continue to connect communities right across the state from south-east Queensland, up to coastline to Cairns and west Charleville, Longreach and Mount Isa.

Today, Queensland Rail aims to be the safest, best performing and most customer focused railway in Australia with:

- 216 stations, 146 in south-east Queensland
- 1100 services carrying 150,000 passengers each weekday on the Citytrain network
- The best on-time running performance in Australia, with more than 95 per cent of Citytrain services running to schedule
- Ten different Travel & Tourist services, transporting 700,000 customers yearly
- 360,000 customer journeys on the Kuranda Scenic Railway yearly
- In 2014-15, Queensland Rail supported the movement of approximately 11.5 million tonnes of freight across the state including:
  - Central West – 176,000 tonnes dominated by sorghum and live cattle
  - North Coast line – 3.2 million tonnes dominated by sugar and molasses (1,870,000 tonnes), containerised meat (207,000 tonne), bananas (55,000 tonne), salt (56,000 tonne), inorganic chemicals (98,000 tonne), fertilizer (71,000 tonne), general consignment (1.3 million tonne) and containers (999,000 tonne).
  - South West – 1.14 million tonnes mostly of wheat and sorghum
  - West Moreton – 6.5 million tonnes mostly of coal (6.1 million tonne), wheat (120,000 tonne) and sorghum (131,000 tonne).

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## A new era of rail travel

The future of rail in Queensland continues to be very bright with a range of exciting projects including the Moreton Bay Rail Link and New Generation Rolling Stock well underway.

Through the New Generation Rolling Stock (NGR) project, Queensland Rail is working with the Department of Transport and Main Roads to deliver 75 new six-carriage trains to meet the growing demand for rail services in south-east Queensland. This investment will replace an aging fleet and increase the current fleet by 30 per cent.

The first NGR train is scheduled to begin service on the network from mid-2016, with the remaining NGR fleet to be progressively rolled out onto the network until late 2018.

This year, rail track also started being laid across the new Moreton Bay Rail Link corridor and work continued on the six new stations and the construction of a new train stabling yard at Kippa-Ring. The project is expected to be completed by mid to late 2016.