

Railways: journal articles

[Blood on the rails: the Cairns/ Kuranda Railway Construction and the Queensland Employers' Liability Act. - 1886 -. \(1997\). Labour History, \(73\), 77–92.](#)

Abstract

In 1886 the Queensland government introduced the Queensland Employers' Liability Act. This Act was intended to provide compensation to workers, in certain circumstances, who were injured in the course of their employment. The Act seemed to provide a better outcome for injured workers than common law avenues. The Act did not live up to its promise. The construction of the Cairns – Kuranda railway in the 1880s is used to highlight some factors which exacerbated the dismal performance of the Queensland Employers' Liability Act 1886. These factors can be related to the operation of medical funds by employers, activities of unions and the care provided by wives and families.

[Winchester, H. P., & Robinson, G. M. \(2018\). *Intangible heritage and women's lives in two Queensland frontier mining towns.* Journal of Australian Colonial History, 20, 155–178. 24 pg,](#)

Abstract:

The mining towns of the Cloncurry copper field reached their peak in the years of the First World War before a rapid decline in the 1920s. Located in the remote northwest of Queensland, in Kalkadoon country, the landscape was dominated by distance, red dust and spinifex. It was a typical mining 'hard place'. The area was colonised slowly after ore discoveries from 1884, when the former townships of Kuridala and Selwyn were built around the Mt Elliott and Hampden Consols Mines. Their population grew rapidly from 1905, when world copper prices climbed sufficiently to warrant exploitation, peaking at around three thousand in 1918-1919. The towns were connected to the Cloncurry-Townsville railway line in 1910, which was a major boon for development, and Selwyn had ore smelters processing ore from up to thirty kilometres away. The price of copper boomed during the First World War but a post-war price slump signalled the demise of the associated mines, smelters and townships. The town sites still retain some tangible remains of the industrial past, including smelter chimneys and the former railway track, and on a finer scale, the artefacts of historical archaeology: bottles, sheets of tin, and posts of houses as well as occasional isolated graves and cemeteries.

[Bowden, B. \(2015\). *Perverse transformation: Railway development and the shaping of Queensland society, 1880-1901.* Labour History, \(109\), 1–23.](#)

Abstract:

The railways played a central role in the development of New World societies. In the United States, Shelton Stromquist found that in the American Mid-West and West, two sorts of communities were formed. The first were "merchant towns" under the domination of commercial interests and hostile to organised labour. The other were "railway towns." These towns, within which railway workers were numerically significant, were supportive of labour militancy. In using census to explore the social impact of railway development on Queensland society between 1880 and 1901, however, this study finds that Queensland's railways produced only "merchant towns." Perversely, the railways also impeded local manufacturing as Queensland's "railway towns" increasingly acted as conduits of imported goods to the colony's rural population.

[Hallam, G. \(2017\). *George Phillips and the Normanton to Croydon Railway.* Queensland History Journal, 23\(5\), 295–311.](#)

Abstract: In July, 2016, at a special ceremony at the Normanton railway station, several hundred people including descendants of George Phillips, the surveyor who championed and designed this unique railway in the Gulf Country of Queensland, gathered to recognise 125 years since the completion of the railway to Croydon. The Officer in Charge of the Normanton Railway, Ken Fairbairn, is as proud in his role as the custodian of this remarkable railway as in the story of its creation. Remarkably, many of the rails and sleepers are still in good condition despite decades in the heat and wet of this part of Queensland. The eccentric railway, separated from the rest of the railway network of Queensland retains a strong fascination for many

people, with many thousands making the journey along it every year. Even more remarkable, the work and memory of George Phillips is still remembered proudly by his descendants nearly a century after his death.

SOURCE: Australian Public Affairs – full text (APA-FT)

You might also like to read:-

Hallam, G. (2018). [*The Queensland Railways, the Eggs, the Prime Minister and Warwick.*](#) Queensland History Journal, 23(9), 593–606.

Interesting article referring to railways, focusing on the mapping of Queensland

Griggs, P. (2004). [*Mapping a New Colony: The Geographical Construction of Queensland 1860-1880.*](#) The Globe, (56), 25–40.