



## MEDIA KIT 2019





# TABLE OF CONTENTS

<b>ABOUT THE MARY VALLEY RATTLER</b>	<b>3</b>
About the Mary Valley Rattler	3
Our Location	3
The Mary Valley's Rich History	4
<b>MEET THE FLEET</b>	<b>5</b>
C17 Steam Class Locomotive	5
The Silver Bullet	6
Red Rocket	6
Diesel Locomotive	6
Carriages	7
<b>FACT SHEETS</b>	<b>8</b>
Life as an Icon	8
Engines and Carriages	7
Qualifications to Drive the Train	8
Route	8
Amamoor	8
G.E.R.T.I.E Fire Fighting Unit	8
<b>SERVICES AND TIMETABLES</b>	<b>10</b>
The Classic Rattler Run Timetable	10
The Classic Rattler Run Pricing	10
Other Train Journeys	11
<b>RESOURCES</b>	<b>12</b>
MEDIA RELEASE	12
IMAGE & VIDEO FILES	14
<b>CONTACT US</b>	<b>15</b>

# INTRODUCTION

The Mary Valley Rattler is a heritage railway experience operating a fleet of restored steam and diesel locomotives and carriages on journeys through one of the most scenic parts of Queensland.

## ABOUT THE MARY VALLEY RATTLER

Thanks to the dedication of volunteers and the support of the Gympie Regional Council and community, the Mary Valley Rattler returned to service on Saturday 6th October 2018, after a 6 year absence to complete necessary track upgrades.

Half-day tours now run between Gympie and Amamoor several days a week and from the comfort of a meticulously restored vintage carriage, passengers can take in the breathtaking scenery of the Mary Valley while travelling on the same route used by the early settlers, farmers and gold miners of the region.

The journey passes through the centre of the small town of Dagon, home to a beautiful heritage station, before continuing on to the historic town of Amamoor. Nestled in the centre of the Mary Valley, Amamoor is bordered by State Forest, home to the Gympie Music Muster and more than 120 species of birds.

It's in the heart of the town where, not long after disembarking, you can watch the engine being turned on a restored turntable in readiness for the return trip to Gympie.

You can join the half-day Classic Rattler Run journey twice daily on Wednesdays, Saturdays and Sundays, from either the historic Gympie Station on Tozer Street or the heritage Amamoor Station in the heart of the Mary Valley.

Like the locomotives and carriages, the Gympie Station has been restored to its former glory and is now home to a gift shop, café and historical display, where you can learn more about the triumphs and adversity that have made the Mary Valley Rattler the icon it is today.

## OUR LOCATION

The Historic Gympie Station, located on Tozer Street in the heart of Gympie, is the administrative headquarters, home and primary departure point of the Mary Valley Rattler.

A popular venue for weddings and other gatherings, the Platform No. 1 Cafe is open for breakfast and lunch Wednesday to Sunday and can cater for up to 75 people for a seated dinner, or up to 200 for a standing function.

Gympie is an hours drive from the Sunshine Coast airport, and a leisurely 2-hours drive north on the Bruce Highway from Brisbane. Once a thriving gold mining town, Gympie can be reached by car, bus or rail.





# INTRODUCTION CONT'D

## THE MARY VALLEY'S RICH HISTORY

While the Mary Valley Rattler of the 21st Century evokes a golden era of rail travel where the journey itself is now the destination, the historic route was one forged out of necessity, to transport the rich agricultural resources of the Mary Valley and to enable farmers to get their produce to market.

Queensland was almost bankrupt when James Nash first uncovered gold in 1867 and early settlers from near and far poured in to what was soon referred to as Nashville, known as 'The Town That Saved Queensland'.

In 1868 the town was named Gympie and within months of the name change, more than 25,000 people were working on the gold fields, chiseling and panning for their fortunes, some of which would be inevitably spent on equipment, housing, food and other provisions.

The thriving mining industry, and the bounty of produce grown on the lush fertile farms neighbouring the gold fields soon created a need for a railway connection between Gympie and Brisbane - or at least Gympie and the nearest port.

And so started a decade long political battle between the state capital and the Fraser Coast town of Maryborough who both fought hard to become the major port to export Gympie's gold and the high quality produce grown in the Mary Valley.

It was Maryborough who emerged as the victor and in August 1881 the railway line from Gympie to Maryborough was completed.

In 1914, Gympie was regarded as an important regional centre and the Mary Valley region had further developed its agriculture, dairying and timber industries. To provide transport services for these emerging businesses and the people running them, the Mary Valley railway line was built from Gympie to Brooloo and was later used to carry passengers for more than a century.

In December 1988, a new railway line was built to bypass Gympie, and ultimately forced the Mary Valley railway not only into a different direction, but a new era. The last train arrived in Gympie from the valley in early 1995.

It would take almost ten years but in May 1998, with the original lines repaired to operational standard, the steam locomotives collectively known as the Mary Valley Rattler were called back into duty as a tourist train service.

Carrying upwards of 33,000 guests every year, the heritage railway continued until late 2012 when operations were suspended until vital track upgrades could be made.

In 2018, thanks to the dedication of volunteers and the support of Council and community, the Mary Valley Rattler got back on track once again.



# MEET THE FLEET

The Mary Valley Rattler has a fleet of heritage locomotives and rail motors, all of which are used for regular services Wednesday - Sunday alongside Special Events (see page ) and Private Charters.

## C17 CLASS STEAM LOCOMOTIVE

The C17 class of locomotives were first introduced in the 1920's by the Queensland Government Railways and proved so popular hauling all kinds of traffic that 227 were eventually built, the last in 1953. The letter C in the name identifies the engine has eight coupled wheels, while the numerals indicate the diameter of the cylinders in inches .

These locomotives are ideal for the Mary Valley line and are more than capable of hauling up to 8 carriages, and 250 people.

The coal used to power the C17 is high quality low ash coal supplied in cobbled form and comes directly from a mine located near Boggabri in northern NSW.

The coal is mined, washed, graded for consistent sizing and delivered by a local Gympie haulage company.

Approximately one and a half tonnes of coal and 6,000 litres of water are needed to haul an 8 carriage train on a return 3-hour trip from Gympie to Amamoor.

The coal capacity in the tender is up to 8 tonnes and the gross weight of the locomotive with a tender full of coal and water is more than 80 tonnes. There is space for 13,725 litres (or 3050 gallons) of water stored under the coal.

According to Volunteer Train Driver John Flynn, coal initially absorbs heat (up to 300 degrees C) enabling release of its volatile gases that commences the combustion cycle. Perfect combustion of coal can produce temperatures up to somewhere in the region of 2000 degrees Celsius, but he hasn't been able to find a device that will accurately measure it. He describes the temperature as 'bloody hot'!

While it is capable of much higher speeds, on the Mary Valley line the steam locomotive is restricted to a top speed of 40 km/hour, with it mainly travelling 25-30km/hour throughout the journey.



# MEET THE FLEET CONT'D.

## RM 1A 2017 & 2023 - THE SILVER BULLET



Queensland Government Railways (QGR) introduced the stainless steel 2000 class railmotors in the 1960s as a replacement for the smaller RM class railmotors, like the Red Rocket below.

2017 was built in 1961 and spent most of its working life in the Southern and Central Divisions, while 2023 was built in 1963 and was allocated to Townsville. Both were retired from regular service in 1996.

Maximum Capacity - 84

## RM 76 - THE RED ROCKET



From 1928, RM-type railmotors were the first to provide passenger services on the Mary Valley line into Gympie from outlying towns from connecting with mainline services to Brisbane for many years. They were retired from service in 1970.

They were affectionately known as the 'Mary Valley Rattlers', a name now passed to all train services on the branchline.

RM76 is the only one still in operation.

Maximum capacity - 54

## DEL 1632 DIESEL LOCOMOTIVE



This class diesel electric locomotive built by The English Electric Company at Rocklea in Brisbane and introduced into Queensland Rail in 1967.

Purchased by the Rattler in 1996 and restored in the workshop, it is used for yard shunting track work and as a backup loco in case of failure of the steam loco, and during fire bans or restrictions. This loco celebrated 50 years of service on 20 Aug 2017.

It weighs 62.5 tons, is 45' 5" long over buffers and has a fuel capacity of 700 gallons.



# MEET THE FLEET CONT'D.

All Mary Valley Rattler carriages, or cars, have a history with QR and like the locomotives, have been meticulously restored to preserve their unique character and story. These are some of the most recognisable cars in the Mary Valley Rattler rolling stock.

## CAR A, DUV N<sup>o</sup>. 1416

Built in 1952 by Commonwealth Engineering for the Brisbane suburban service.

No. 1416 was originally a composite vehicle with three first class and three second class compartments. All compartments were reclassified to second class when first class suburban travel was abolished in August 1956.

The car was sold to the Zig Zag Railway in 1987 and purchased by the Mary Valley Rattler in 1997.



## CAR C, BL N<sup>o</sup>. 1038

Built in 1923 at the Ipswich Workshops as a 1st Class Sitter with a lavatory at each end, this car was converted to suburban in 1977 when the toilets were blocked off.

Used as a Main Line Corridor Carriage with a capacity of 30 passengers, its main claim to fame is for its service in the Sydney Mail between Roma Street and Wallangarra where passengers changed to NSW gauge for the journey to Sydney.

It's now a favourite with passengers for its resemblance to the Hogwart's Express.



## CAR N<sup>o</sup>. 1130 - THE CLUB CAR

Known as the Club Car, this car was built at Ipswich Workshops in 1925 as a 1st Class Pullman Type Sleeper with curtained berths down each side and a central aisle with 40 seats and 20 births..

When delivered to the workshop, all that could be salvaged was the under-frame and bogies.

These were repaired and refurbished and then fitted with a complete new superstructure (including a bar!), designed and built in our workshop.





# FACT SHEET

## LIFE AS AN ICON

- When the Rattler was last running, it played host to more than 30,000 passengers every year.
- The Mary Valley Rattler has been described as Australia's third biggest heritage railway.
- The historic Gympie Station on Tozer Street has been described as one of Australia's best examples of timber railway architecture and was recently refurbished to a high spec.
- The Gympie Station has even had a royal visit - King George stopped by back in 1920.

## ENGINES AND CARRIAGES

- The Mary Valley Rattler is the name given to the fleet of locomotives, not just the steam train.
- The Mary Valley Rattler has 12 carriages, with 8 currently in service and another 4 that could be returned to service with repairs.
- The oldest of the carriages in the Rattler fleet was built in 1909.
- The carriages have different passenger capacities between 20 and 60, with the current 8 carriages having a total capacity of 247 passengers.
- The C17 No 974 was built by Walkers Limited, Maryborough in 1951. Its builders number is 511, representing that it was the 511th locomotive built by Walkers.

## QUALIFICATIONS TO DRIVE THE TRAIN

- Training is competency based
- To drive a locomotive you must have two government issued qualifications, these being a high-risk work licence to operate a boiler and a secondary high-risk work licence to operate a reciprocating steam engine
- Every railway operator, like the Mary Valley Rattler, has their own internal training program that forms a part of the safety management system which forms the basis of accreditation. To satisfy this specific training, a driver must also be able to demonstrate significant knowledge of the route and be competent in Rattler Railway Company's system of safe working, which ensures that trains are kept apart whilst traversing the different sections of the track
- The safe-working rules are an important part of the training as the safe passage of trains on the railway under many varied conditions is covered in these rules
- There are also other components of a suite of skills and qualifications required to be a driver



# MORE INTERESTING FACTS...

## ROUTE

- The Mary Valley Rattler travels between the Historic Gympie Station and Amamoor Station via Dagon twice a day, three days a week every Saturday, Sunday and Wednesday
- It is 20kms on the railway line from the Historic Gympie Station to Amamoor Station, where the locomotive engine is turned 180 degrees on a turntable for the return journey (image below)
- While most of the original track has been replaced over the years, parts of line originally dates back as far as 1914.

## AMAMOOR

- Amamoor is best known as the location of the annual Gympie Muster, which is held in the Amamoor Creek State Forest each year
- The Amamoor State Forest is known as a bird-lovers paradise and is home to more than 120 species of bird
- There are forest walking trails overlooking Amamoor Creek, which is a great place to spot platypus

## G.E.R.T.I.E. FIRE FIGHTING UNIT

- The Gympie Emergency Response Train or "Gertie" as it is affectionately known is a re-purposed sleeper inserting machine converted into a mobile firefighting unit (image below)
- Gertie follows the train to ensure that any fires that may start along the line due to the locomotive throwing incandescent material from its exhaust, can be quickly extinguished [Whilst this is a rare occurrence, the responsibility to manage this risk is taken very seriously by the Rattler.]
- Gertie follows all steam hauled services
- Gertie can hold 1000 litres of water, fire-fighting equipment and three fire-fighting personnel
- Gertie is independent of the train but considered part of it under the safe-working rules the railway operates under, and follows 200-300 metres behind the locomotive and carriages
- Gertie was constructed in 2002. Prior to this, small petrol-powered section cars towing a water tank would follow the train
- The train is not considered to have arrived intact at the end of each track section of the railway until Gertie also arrives



G.E.R.T.I.E.



Turntable at Amamoor Station



# THE CLASSIC RATTLER RUN TIMETABLE

The Classic Rattler Run operates every Wednesday, Saturday and Sunday to the following schedule:

## Gympie to Amamoor Return

MORNING RUN	STATION	DEPARTURE TIME	STATION	ARRIVAL TIME
RETURN	Gympie	9.00am	Amamoor	10.00am
	Amamoor	11.00am	Gympie	12.00pm

## Amamoor to Gympie Return

MIDDAY RUN	STATION	DEPARTURE TIME	STATION	ARRIVAL TIME
RETURN	Amamoor	11.00am	Gympie	12.00pm
	Gympie	1.30pm	Amamoor	2.30pm

## Gympie to Amamoor Return

MORNING RUN	STATION	DEPARTURE TIME	STATION	ARRIVAL TIME
RETURN	Gympie	1.30pm	Amamoor	2.30pm
	Amamoor	3.30pm	Gympie	4.30pm

# THE CLASSIC RATTLER RUN PRICING

The Mary Valley Rattler can cater for groups small and large aboard our scheduled train. Group discounts are offered to groups of 20+ paying people. Please see below for pricing and details:

FARE TYPE	NORMAL PRICE	GROUP RATE (-10%) 20 PAX or more	CONDITIONS
Adult	\$59.00	\$53.00	Group rates not available on public holidays or during school holidays.
Child	\$30.00	\$27.00	ages 4-12, all children must be accompanied by adult at all times
Concession	\$49.00	Not available	must present concession, pension, seniors or companion card
Family	\$155.00	Not available	2 adults & 2 children
First Class Club Car	\$110.00	Not available	includes local cheese and wine pack, bookable on our website

# OTHER TRAIN JOURNEYS

The Mary Valley Rattler has a fleet of heritage trains, all of which are called into action for special events and private charters throughout the year in addition to regular services.

Charters are available during the day on Mondays, Tuesdays, Thursdays and Fridays as well as for night-time events on any day of the week.

## RATTLER RETRO FRIDAYS

As the name suggests, Rattler Retro Fridays is a service which runs on a Friday, on the Silver Bullet.

At 30 minutes return, the service is a short amble from the Historic Gympie Station to Monkland and back, taking in the sights of Gympie and crossing the historic Deep Creek Bridge, towering 23 metres above Deep Creek.

A choice of Breakfast or Lunch at the Platform No. 1 Cafe is included in the ticket price, which passengers can enjoy prior to departure or on return.



## THE RATTLER PICNIC TRAIN

Long associated with the romance of a bygone era, it's only right that the Rattler's Picnic Train was first run on Valentine's Day!

A 3-hour return journey from Historic Gympie Station to Amamoor aboard the Red Rocket, the Rattler Picnic Train has a capacity of 54, making it an intimate experience ideal for couples or groups of friends celebrating a special occasion.

The 11am departure is ideally timed for a picnic lunch, with gourmet picnic baskets available for purchase from Platform No. 1 Cafe.



## RATTLER TWILIGHT TRAINS

A chance to see the stunning Mary Valley at sunset, the Rattler Twilight Train is a very special 3-hour return trip from Gympie to Amamoor held on or around major holidays like Christmas and Australia Day.

The Rattler Twilight Train service is often coordinated with community groups in Amamoor, who provide dining and bar options for passengers to enjoy in that station's adjoining parkland, along with entertainment and sometimes even fireworks!





# MEDIA RELEASE



## Mary Valley Rattler Offers Picturesque Heritage Rail Experience

The future is looking bright for one of Queensland's most iconic and much-loved tourism attractions, with the steam and diesel engines of the Mary Valley Rattler again chugging their way through some of the Cooloola hinterland's most picturesque countryside.

The heritage railway experience reopened in early October 2018, after an almost seven-year hiatus to allow for significant upgrades to century-old trackwork and infrastructure.

The attraction recently celebrated its First Run Day with a very special inaugural return trip from the newly renovated historic Gympie station to Amamoor via Dagun, alongside a fun-filled day of activities and entertainment.

Mary Valley Rattler Chairman Ian McNicol said it was an unforgettable start to iconic railway's welcome return to regular services.

"The Mary Valley Rattler is a tourism destination like other, not in the least because the Mary Valley Rattler is a unique and iconic drawcard," Mr McNicol said.

"The half day return journey really is a showcase of all the different elements the Rattler has to offer: a heritage railway experience; our historic railway stations, which are amongst the best examples of their kind in Queensland; our Platform No.1 Café and event space; the rich mining history of the area; and the fine produce of the region."

"We are absolutely delighted to see the Mary Valley Rattler back on track, it's a huge achievement for everyone involved and we are looking forward to sharing the experience with as many people as possible."

Last operational in 2012, the Valley Rattler, as it was then known, played host to upwards of 30,000 passengers annually.

Morning and afternoon services on the Mary Valley Rattler will now run three days per week on Wednesdays, Saturdays and Sundays for a return journey from the historic Gympie or Amamoor stations via Dagun.

After many years of extensive upgrades to existing track work and improvements to its fleet of historic steam and diesel locomotives and carriages – each with their own unique story - Simon Latchford, CEO of Visit Sunshine Coast, said the return of the Mary Valley Rattler was a massive boost for the region's tourism industry.

"The Mary Valley Rattler was one of the region's peak attractions for decades, and the combination of the romance of steam trains and the beautiful countryside it passes through will ensure it quickly regains its legendary tourism status," Mr Latchford said.

"We also see this as a great opportunity to increase the profile of the Mary Valley, which offers such a rich holiday experience with its tremendous range of adventure activities, heritage villages, high-quality food experiences and attractive accommodation."

Reputed to be the largest timber railway building owned by Queensland Rail during the 20th century, the historic Gympie station is the headquarters of the Mary Valley Rattler and arguably one of the most stylish and elaborate in the context of timber railway architecture.

**CONTINUES...**



## **...CONTINUED**

Along with a gift shop and a historical display, the station is home to Platform No.1 Café offering dine in or takeaway options including wine and cheese platters to enjoy aboard one of the Rattler's lovingly restored heritage trains, as they wind through the 46-km return journey of breathtaking scenery.

Dotted with quaint country villages and known for its high-quality produce, the Mary Valley is a patchwork of grazing properties, dairies, small produce farms, rainforests and endless rolling hills.

The valley is home to descendants of the original pioneers of the area and with a half hour stop at the beautifully restored stations at Amamoor and Dagon, the Mary Valley Rattler is an ideal way to experience the laidback welcome atmosphere of rural living at its best.

Best known for the annual music muster held nearby, Amamoor is a delightful village bordered by a verdant forest reserve home to more than 120 species of bird, waterfalls and great waterholes to cool off on hot days, also look out for the elusive platypus that are often seen in the waterways.

It's at the Amamoor station, in a fascinating process reminiscent of a bygone era, where the locomotive is turned on a restored turntable for the return trip to Gympie.

Restroom facilities and refreshments are available at all stops.

A ride on the Mary Valley Rattler is a fun, half day adventure suitable for the whole family just an hour's drive north from the Sunshine Coast airport and less than two hours from Brisbane.

It's a magical trip into living history and one visitors will want to take again and again.

For more information, ticket purchases and departure times visit [maryvalleyrattler.com.au](http://maryvalleyrattler.com.au) or call the Mary Valley Rattler on 07 5482 2750.

## **KEY DETAILS:**

**SCHEDULE:** Classic Rattler Run departs twice daily on Wednesdays, Saturdays, Sundays

**COST:** Free Admission to stations - Adult, Child and Concession ticket prices available online

[maryvalleyrattler.com.au](http://maryvalleyrattler.com.au)

**ENDS**



# IMAGE & VIDEO FILES

## IMAGES

We have curated a collection of photos for the different Mary Valley Rattler experiences on Dropbox from which you can download high-resolution images.

To connect to the collection please follow the link below:

[https://www.dropbox.com/sh/98uiyhwszeihisa/AAC-JMTD7p\\_BTZ25i4rRABRla?dl=0](https://www.dropbox.com/sh/98uiyhwszeihisa/AAC-JMTD7p_BTZ25i4rRABRla?dl=0)

## VIDEOS

You can view, share and embed our videos from the Vimeo links below.

30 SEC TVC - Vimeo - <https://player.vimeo.com/video/289222500>

15 SEC TVC - Vimeo - <https://player.vimeo.com/video/289612715>

15 SEC PICNIC TRAIN TVC - <https://player.vimeo.com/video/320394960>

Video Stories:

- Historic Gympie Station - <https://player.vimeo.com/video/322727871>
- Rattler Volunteers - <https://player.vimeo.com/video/318920468>
- Picnic Train - <https://player.vimeo.com/video/321423022>
- Amamoor - <https://player.vimeo.com/video/321401102>

Video Shorts:

- Our Rail History - <https://player.vimeo.com/video/307194985>
- Meet Our Fleet - <https://player.vimeo.com/video/316942281>
- Carriage Tour - 1416 - <https://player.vimeo.com/video/322405946>
- Carriage Tour 1038 - <https://player.vimeo.com/video/323618665>
- Role of a Fireman - <https://player.vimeo.com/video/322685525>
- Rattler Historical Display - <https://vimeo.com/322953833>
- Why the Mary Valley Rattler is named so - <https://player.vimeo.com/video/322992473>
- The Silver Bullet - <https://player.vimeo.com/video/323039676>
- Speed of the C17 Steam Engine - <https://player.vimeo.com/video/323385909>
- Temperature of the C17 Steam Engine - <https://player.vimeo.com/video/323623576>

If you would like other video, or footage from which to edit your own story or alternative images, please contact us - see contact details over the page.





# CONTACT US

**[www.maryvalleyrattler.com.au](http://www.maryvalleyrattler.com.au)**

For further information, do not hesitate to get in touch:

**Karen Davis**  
**Marketing Manager**  
**Mary Vally Rattler**

Email: [karen@maryvalleyrattler.com.au](mailto:karen@maryvalleyrattler.com.au)  
Office: 07 5482 2750  
Mobile: 0447 330 098