



David Mewes photo, 1970

### Wallaville Loco Shed

The loco shed at Gin Gin mill, Wallaville, remained standing beyond the mill's closure. Greg Stephenson's 1997 photos of the portal-framed structure, in a somewhat derelict state, illustrate its construction as well as some details of the pit that was continuous under the three roads.

### Modelling the Wallaville Loco Shed

Portal frames for the Wallaville shed model were fabricated from 1/8" H section styrene, using a jig to

accurately cut and glue the column and roof sections. Corrugated aluminium wall sheeting was glued to scale 6" x 2" horizontal girts fixed to the outside of the frames. 60 thou sheet styrene provided support for the roof sheeting. All internal painting was completed before fixing the roof.

As with all of the models in this series, the track extends a few millimetres beyond the base for connecting to the rest of the layout.



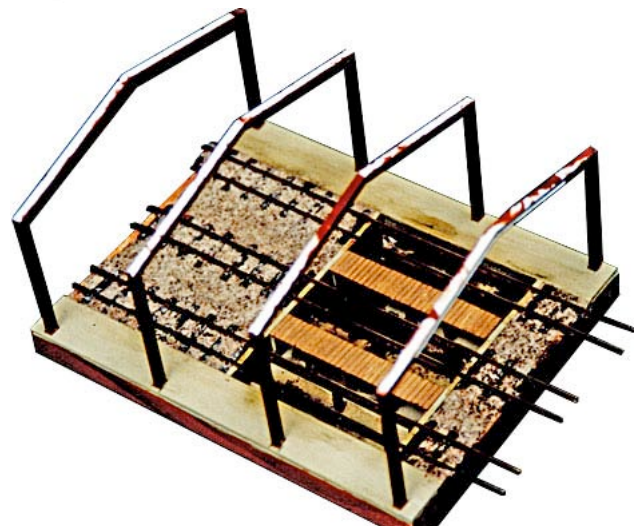
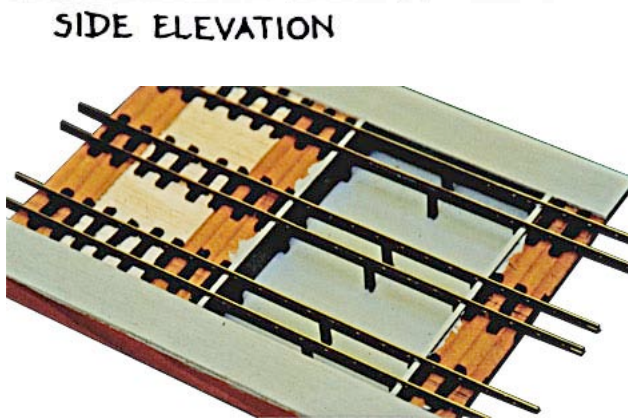
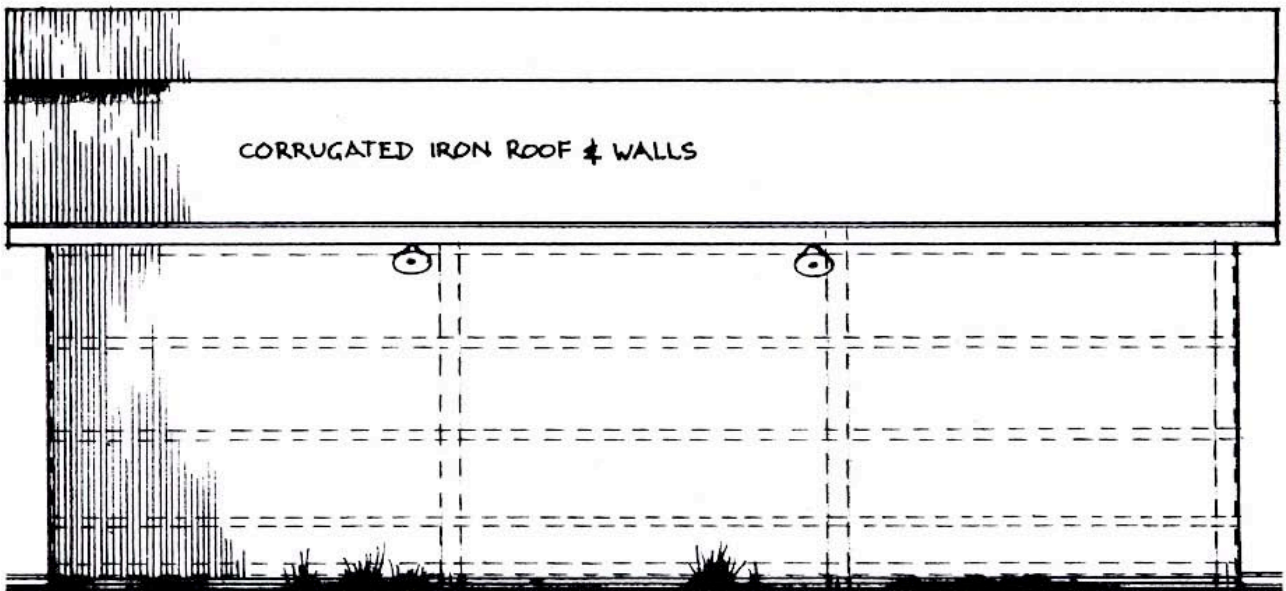
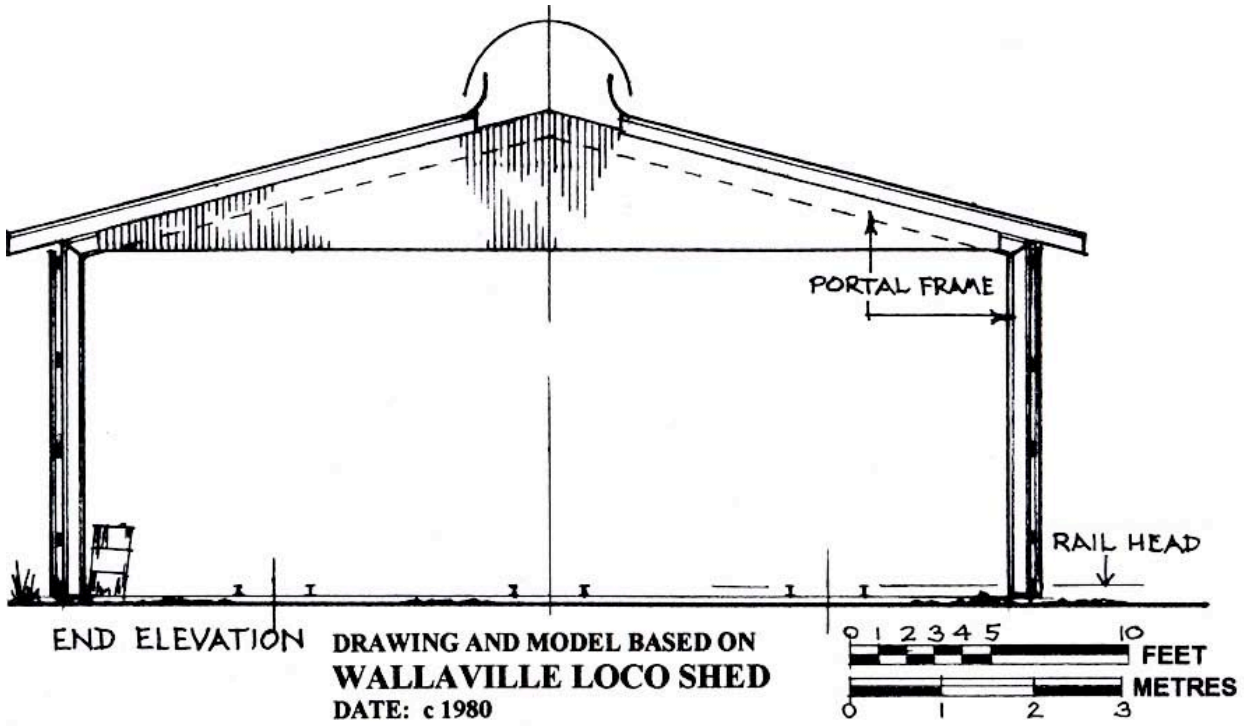
Lynn Zelmer photo 2002; likely repaired and perhaps even moved since the 1997 photos next page; cane tram tracks in foreground.

## CaneSIG: Modelling Loco Depots



Greg Stephenson photos, 1997. Note the interior framing details visible in the photos, including what appears to be cyclone-style cross-bracing from the interior posts to the roof framing.

CaneSIG: Modelling Loco Depots



Stages in construction of the loco shed with the pit running under all three roads (above) and the framed timber walkways between roads (right). Jim Hutchinson photos.

## CaneSIG: Modelling Loco Depots



These loading ramps still existed near the old Wallaville mill in 2002 (to the right of the shed in the photo on page 1). They were used to transfer cane from road transport to cane bins for handling in the mill and consist of the ramp itself and a conveyor to raise the cane over the empty bins waiting on the track below. With ramps on either side of the open area to service cane arriving from either direction, it's obvious that the mill yard covered the whole area between. Lynn Zelmer photo.

### **Acknowledgments**

These notes have been edited and extended, with permission, by CaneSIG Coordinator Lynn Zelmer from Jim Hutchinson's *Modelling the Railways of Queensland Convention 2000* notes. Jim provided the model, model photos and drawings.