



Qunaba Mill loco shed, c 1968 (above) and the newer shed in the same location, 1975 (below); David Mewes photos.



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Qunaba Mill's Loco Sheds

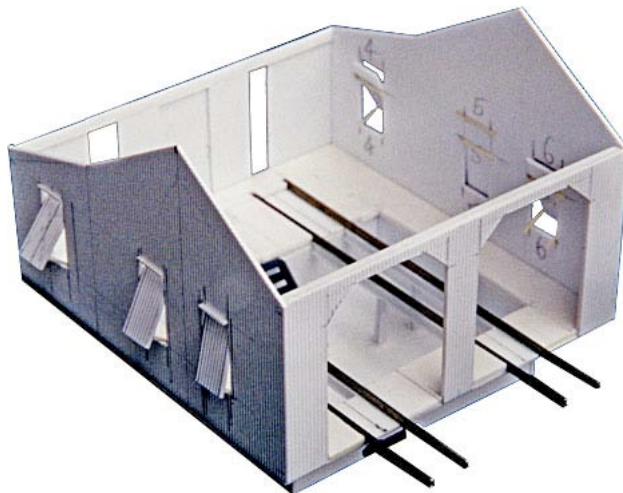
The former (1968) steam shed at Qunaba was one example of a corrugated asbestos-cement (fibro) structure. It apparently had a minimum loading gauge (see the 1968 David Mewes photo on the previous page) that suited the then-current locomotive fleet. The 'based-on' 1968 drawings have been distorted by increasing the clearance (and the building) height to accommodate diesel loco outlines.



David Mewes photo.

Being a relatively enclosed structure interior visibility is limited, so styrene (metal siding 40 thou spacing) seemed an appropriate HO scale modelling medium

for the walls and roof. The vented ridge was also formed from flat sheets, and 30 thou styrene was used for the pit and floor. Use of this material eliminates the need to fabricate wall and roof frames, so the whole model can be assembled fairly easily and quickly.

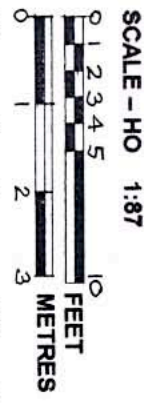
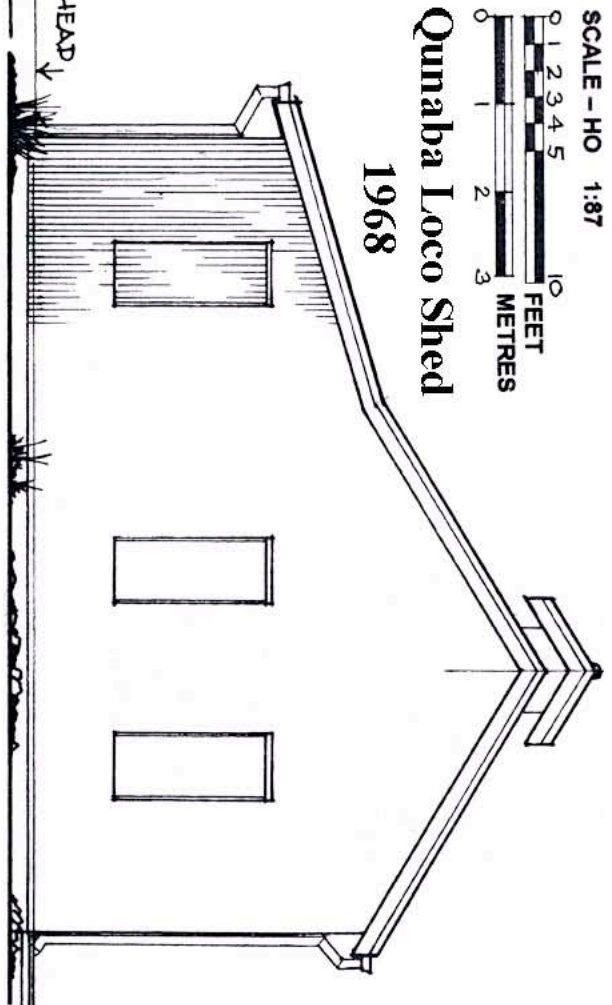
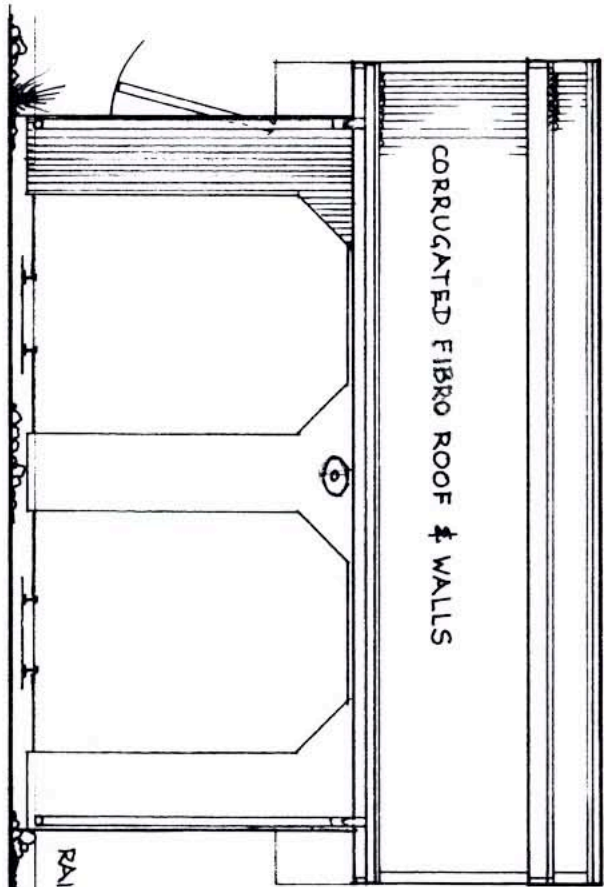
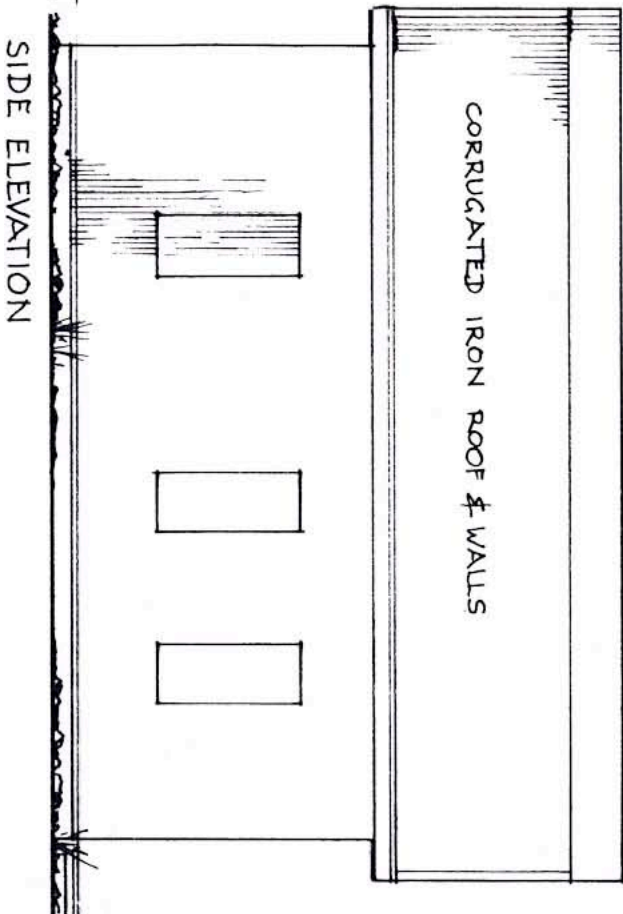
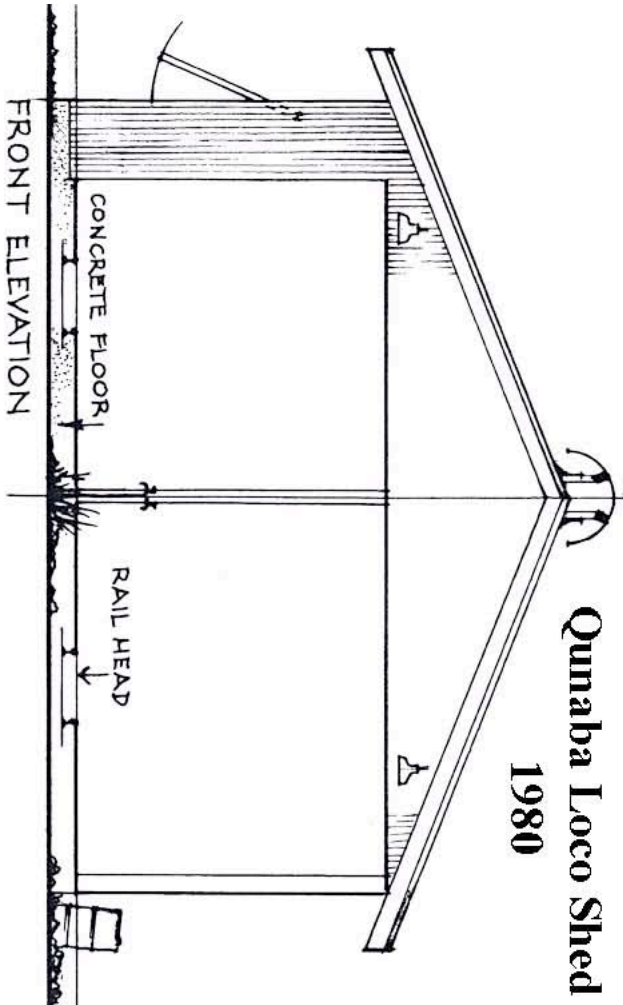


The supporting beams under each rail are 1/8" I or H sections, 3/32" H section was used for the supporting struts. The stair into the pit is a Plastruct product, although this could have been scratch-built.



The 'based-on' 1968 two road loco shed with higher doors and roof to accommodate diesel locomotives. In HO this model is small enough, and the interior enclosed enough, that framing and other interior detailing are not required. In larger scales the model could be built with a pole framework, timber girts and metal cladding. Model and model photos by Jim Hutchinson.

Jim Hutchinson's drawings on the next page show the two loco sheds, remembering that the 1968 shed has had its doors and roof heightened to accommodate diesel locomotives.



Qunaba Loco Shed
1968

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Greg Stephenson photo, c 1980.



The Quanaba shed model provides a good example of the modelling techniques described in this series and was incorporated into the loco diorama depicted here. The resulting scene demonstrates the value of embellishing the site with appropriate details—loco depots are working areas and a pristine area is far from appropriate. This freelance scene recalls the steam to diesel transition era, which makes it possible to include facilities for each. The concurrent use of coaling and watering facilities along with a fuel bowser and associated tanks (without questioning the safety aspects of such a close relationship!) may thus be justified chronologically, at least in modelling terms. In addition, the basic shed structure has been extended with a skillion roof to incorporate a small bin repair road and miscellaneous storage facilities.

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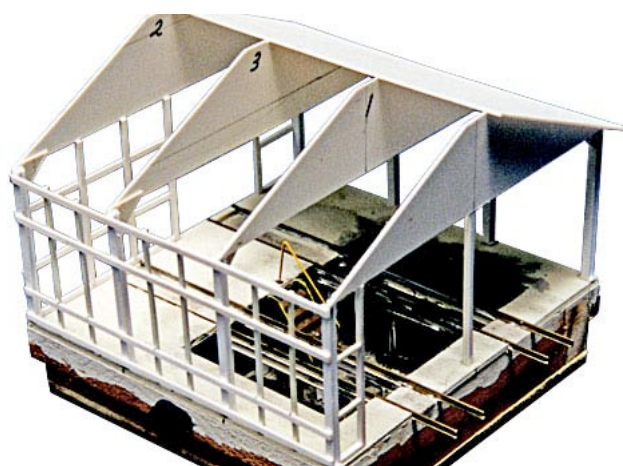
Qunaba Mill was one of the last to retain steam power. To accommodate the new generation of diesel locomotives, the previous shed was replaced by the one in the 1975 and later photos and occupied the same site as the older structure.

The later shed appeared to be more open and taller than its predecessor. Photographs, such as the bottom photo on the first page, indicate that it was being used by both steam and diesel locomotives as late as 1975.

The 1980 structure could have been framed with steel members; and the model uses 3/32" styrene H sections for the columns with styrene strips for the wall framing. The roof formers and sub-roof were made from 30 thou styrene sheet with corrugated aluminium for the wall cladding and roof. Base construction was similar to that used for the Mourilyan Mill (see *Modelling Loco Depots #6: Model Construction Notes*).

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.



By 2000 the Qunaba loco shed had been modified with a lean-to type extension. Some of the roof framing can be seen in the interior, along with 'Felin Hen' and an EM Baldwin loco; the removal of the centre post implies some roof strengthening may have occurred. A closer photo of the locos taken at the same time implies that there is a large sliding door, but no windows, on the long side of the building. Greg Stephenson photo from the CaneSIG collection.

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The loco fuel bowser and storage tank with spill containment barrier in 2000. The bowser can be seen in the middle distance through the open shed in the previous photo. Greg Stephenson photo from the CaneSIG collection.