

The Wallaville Out-Depot

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Wallaville is located just off the Bruce Highway roughly 50 kilometres southwest of Bundaberg. Although some 12 kilometres south of the town of Gin Gin, Wallaville was the site of the Gin Gin co-operative sugar mill established in 1896.

Queensland Railway built the Bundaberg to Morganville Branch, which opened at the start of the 1920 crushing season, to connect to the mill at Wallaville. Built along the Burnett River, this line had the potential for opening up new areas for cane cultivation as well as carrying cane, bulk sugar and molasses for the mill; agricultural and mill machinery; and general goods for the area's residents.

In the late 1950s the bulk sugar traffic switched to road transport following the construction of a new bulk sugar terminal without a rail connection. In June 1964 the branch line closed and was sold to the mill for regauging as a 610 mm cane line. The Gin Gin Mill closed in 1974 but the rail line is still used to transport cane 30 kilometres to the Bingera Mill, located a few kilometres north of Bundaberg.

The acquisition of the Gin Gin Mill assets at Wallaville led to Bundaberg Sugar building 1.5 kilometres of tramway to link the Gin Gin tramway with the Bingera and Fairymead systems. Bingera Mill also ordered three 30 tonne EM Baldwin bogie locomotives and built new large bins to service the area's growers.

The loco shed and some other buildings remained standing beyond the mill's closure. The loco shed is a typical portal-framed corrugated iron building to accommodate three roads with a full-length roof ventilator and partly open ends. It is easily modelled (details on the CaneSIG web site) and has been exhibited in HO by Jim Hutchinson of Brisbane.

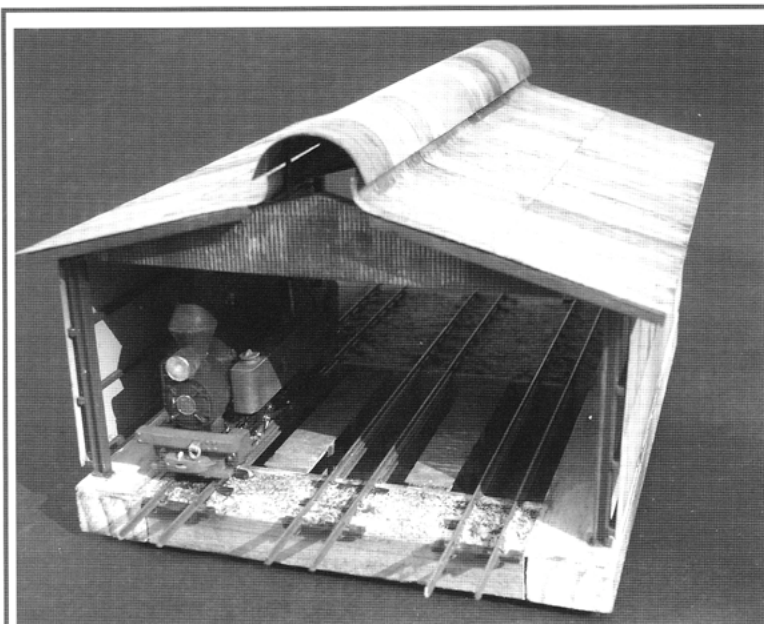
Because of adverse grades on the line from Wallaville to the Bingera Mill, the Mill, SRI (Sugar Research Institute) and EM Baldwin collaborated to develop Queensland's first remote controlled, or slave, locomotive to haul 100 bin trains. The Wallaville yard holds 100+

bin 'rakes; and is designed with cross-overs to efficiently marshal the slave locomotives.

The modern yard also serves as an out-depot, or overnight stop-over location, for smaller locomotives based here during the crushing season. Locomotives such as Sharon (Com-Eng 0-6-0 DH, A1935 of 1959) bring shorter rakes of bins to the yard for assembling into longer rakes for larger locomotives, such as Kolan (B-B DH, rebuilt from QR's DH51 by Walkers in 1996), to haul to Bingera Mill.

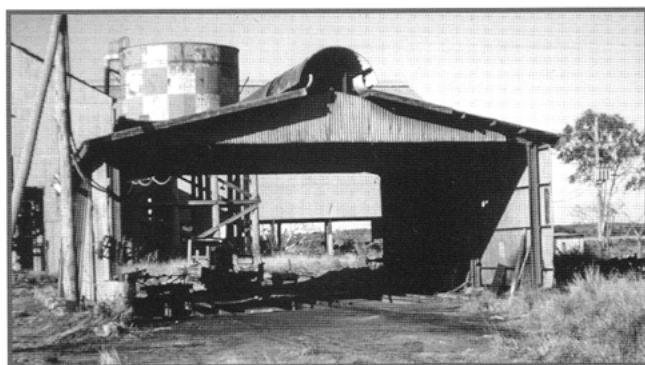
The out-depot includes a sand drying and storage hopper, fueling facilities and a crew shed recycled from QR's Wallaville station building. An old Queensland house also belongs to the mill while other nearby buildings form the core of a small farming community.

The Wallaville layout was designed and built by Lincoln Driver of Bundaberg. It is HO_N2.5 (aka HO_N30, 1:87 scale) and is 6.4 m x 1.5 m with a hidden 'fiddle' yard running the full length of the back of the layout. Wallaville works well as an exhibition layout with the appearance of continuous running and a variety of trains and train operations. Exhibited at the Brisbane Train Show in 2005 by Lincoln and Carl Millington, Wallaville featured several of Carl's scratch-built HO_N2.5 locomotives and will be sorely missed on the 2006 exhibition circuit due to the modellers' work commitments.

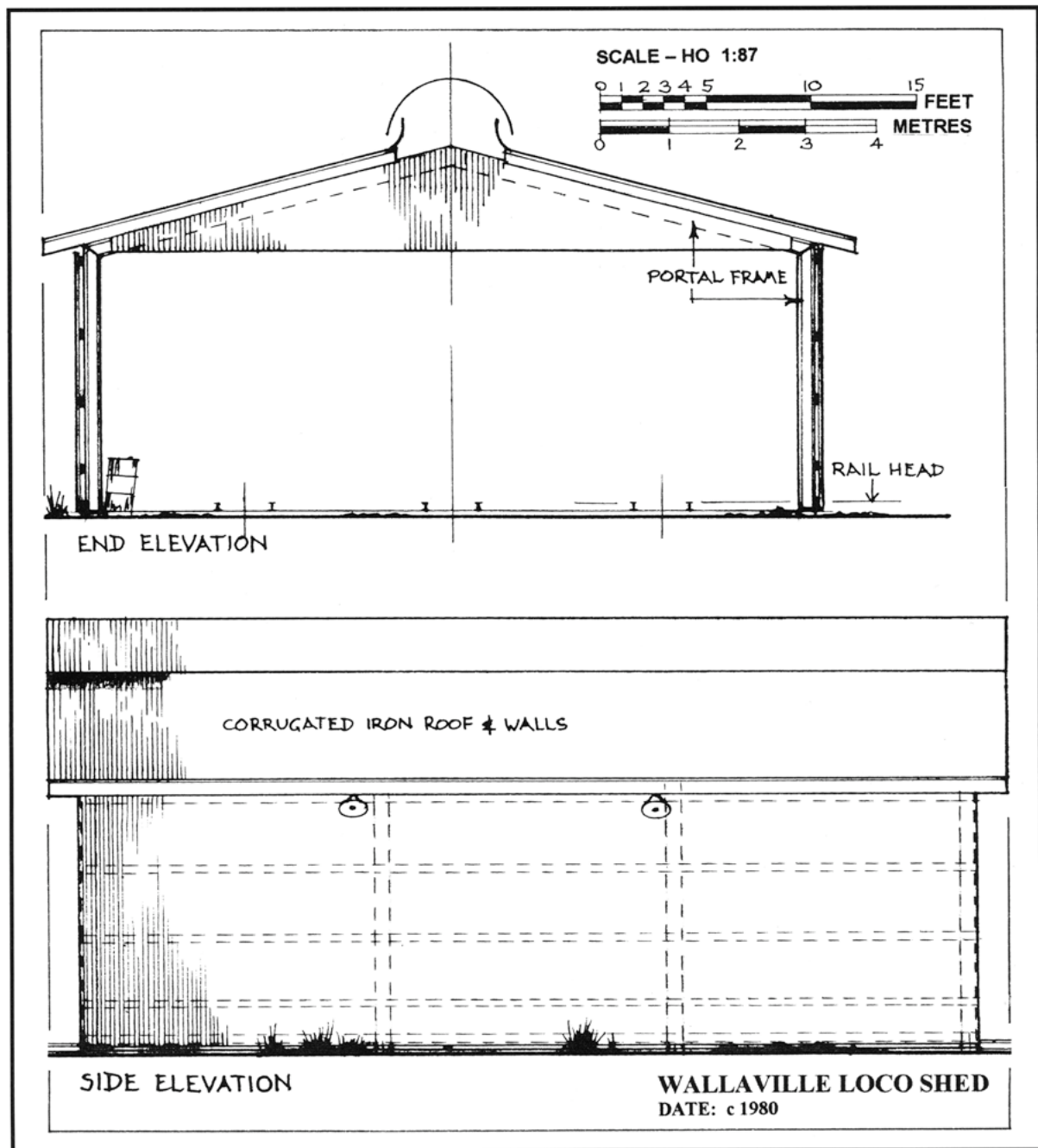


ABOVE: Jim Hutchinson's Wallaville Loco Shed as built for a Modelling the Railways of Queensland Convention in the late 1990s. Portal frames for the HO scale model were fabricated from 1/8" H section styrene using a jig. Corrugated aluminium wall sheeting was glued to scale 6" x 2" horizontal girts fixed to the outside of the frames. 60 thou sheet styrene provided support for the roof sheeting. Jim Hutchinson photo.

Queensland cane tram modellers often agonise over how to represent the sugar mill itself. Modelling an out-depot is a logical alternative and setting Wallaville as a modern out-depot also solves the problem of building a major engine facility. While cane bins are often too short and light-weight for smooth operation, particularly in the smaller scales, throughout the Brisbane Show Wallaville's bins ran well in long rakes, demonstrating the cane railway operations that the operators experience in their day jobs working for the mills.



ABOVE: Wallaville loco shed in 1981, and a three-quarter view in 1997. Both photos by Greg Stephenson.



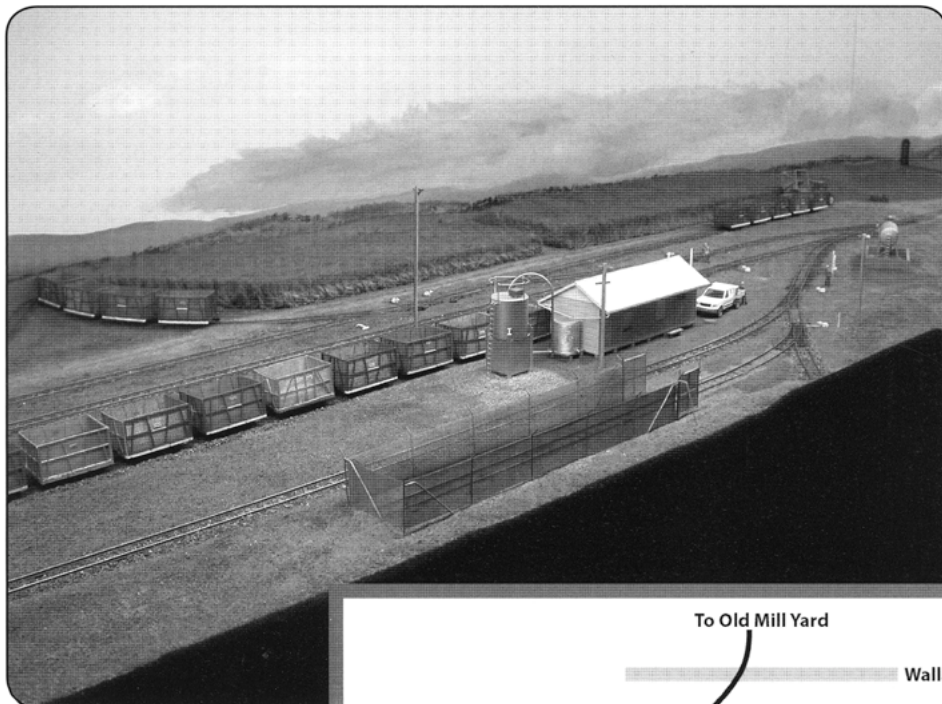
Jim Hutchinson's drawing of the Wallaville loco shed circa 1980, a standard portal framed corrugated iron building. Photographs of the site show pits under all three of the tracks ('roads' in the local jargon). Note also that the shed is essentially single-ended as the mill and water tank were located behind the shed. Jim demonstrated modelling details at the Modelling the Railways of Queensland 2000 convention and his notes are available on the CaneSIG web site.



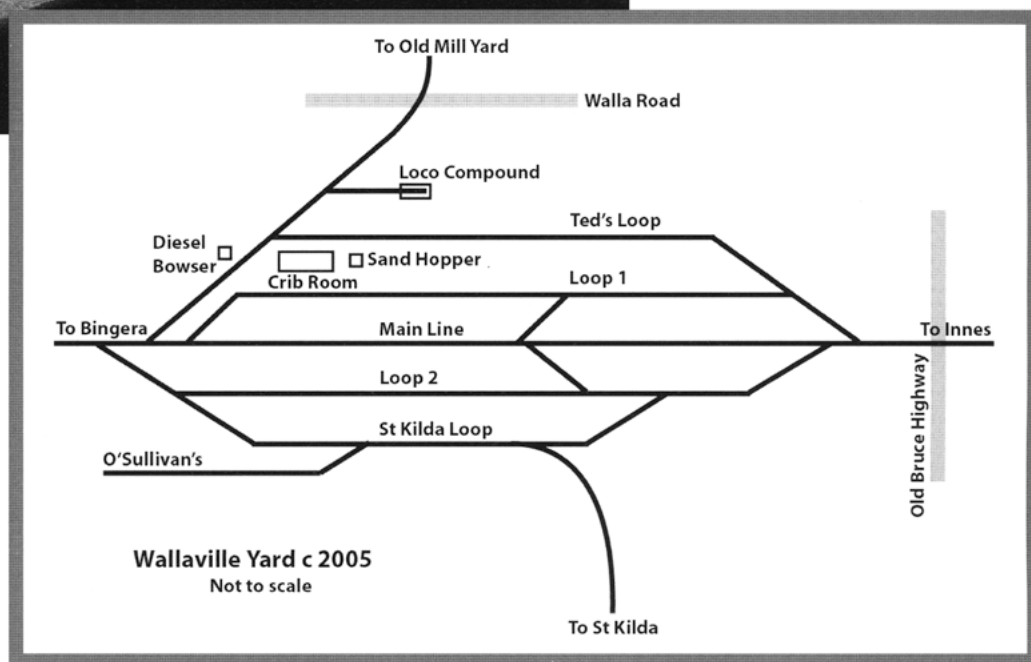
Mid-afternoon and end-of-shift maintenance time for Sharon (0-6-0DH Com-Eng, A1935 of 1959) at Wallaville, July 2002. The diesel bowser is on the lead to the right, the sand hopper is just visible over the rake of empties and the chain-link fenced loco compound is off to the left. Lynn Zelmer photo.



Sharon, assembling a rake of fulls in the Wallaville yard, July 2002. Lynn Zelmer photo.



Loco maintenance facilities on the Wallaville layout with the chain-link fenced loco compound in the foreground as exhibited at the 2005 Brisbane Train Show. Lynn Zelmer photo.



BELOW: Cane harvesting operations on Lincoln Driver's Wallaville exhibition layout with a B-B DH switching a rake of empties. Lynn Zelmer photo.

ABOVE: Wallaville Yard circa 2005.



Acknowledgements and References

Jim Hutchinson's Loco Depot clinics and notes have been an inspiration to many modellers. Lincoln Driver and Carl Millington continue the tradition with an excellent exhibition layout and accurate prototype modelling.

Hutchinson, Jim (1999-2004). Modelling Loco Depots (3: The Out-Depot and 4: Wallaville Loco Shed), CaneSIG: www.zelmeroz.com/canesig/model/handbook.htm.

Kerr, John (1983). Southern Sugar Saga, Bundaberg: Bundaberg Sugar.

Additional Wallaville Out-Depot images from July 2002 can be found on CaneSIG's Bingera Mill image list: www.zelmeroz.com/albumquery/bingera.htm.