

Railway Goods Sheds (Queensland)

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Adapted by A C Lynn Zelmer, CaneSIG coordinator, from clinic notes and provided by Jim Hutchinson and Jim Fainges

Cream Sheds

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Arguably the most recognised shed found throughout the state was the ubiquitous Cream Shed. Their role often extended beyond their nominal descrip-

tion, catering for all manner of perishable commodities as well as small consignments of general goods.



In the final days of the Brisbane Valley branch it appeared that Coominya's cream shed (above) had become the main station building, having the honour of displaying the name-board and being presented as the best maintained of the three buildings.



The occasional small non-standard shed could also be found from time to time, the unusual skillion-roofed shed at Southbrook, on the Millmerran branch, being one such example.



Nurinda on the Brisbane Valley branch, exemplified the typical standard cream shed, but it was also one of the less common structures to feature a 'fibro' slate roof.



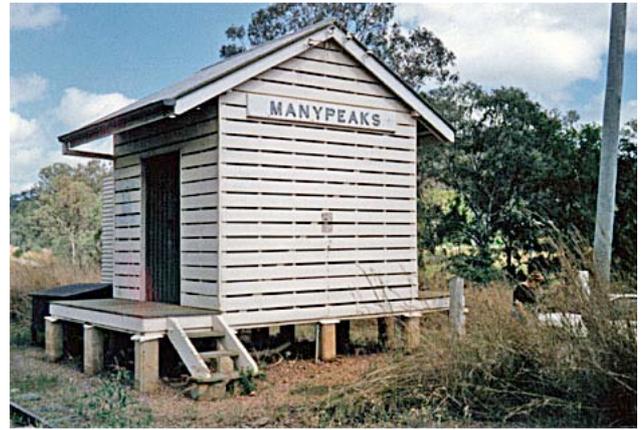
The shed at Moore, further north on the same line, would have been one of the smallest sheds, being maybe no more than 7'0" square in plan.



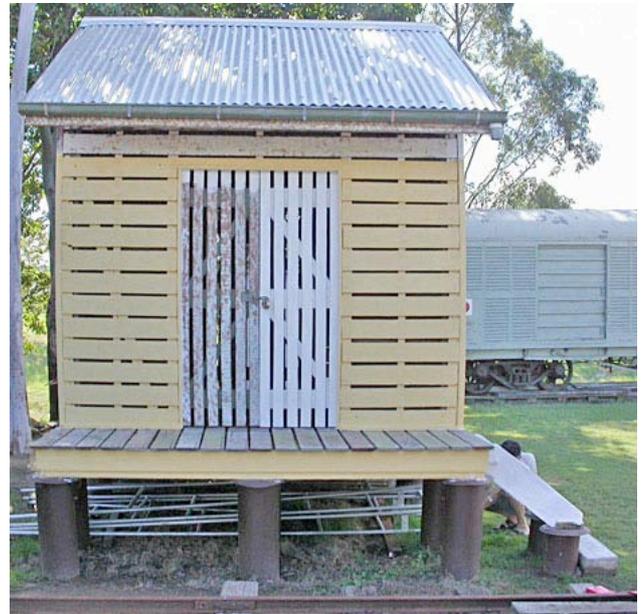
In 1996, along the Monto loop, Many Peaks' cream shed remained as the only railway building, apparently fulfilling the role of goods shed (and any other function). An accompanying tank was a common feature of these structures throughout the system.

Restoration and Modelling

The Many Peaks cream shed sat disassembled for several years but was restored as the Bundaberg Railway Historical Society's major project for 2005.



The opposite end of the Many Peaks cream shed some time prior to its removal to North Bundaberg. Note the diagonal bracing visible under the siding. The gray patch on the side appears to be the location of a power panel; the electrical conduit is visible to the left of the stump. Bundaberg Railway Historical Society photo.



When the building was reassembled it was apparently installed back to front on the stumps, however both back and front appear to be reasonably identical. Lynn Zelmer photo 2005 during restoration.

Dimensions were obtained during restoration. The building itself is square (10' 2" x 10' 2") on a 10' 2" x 16' 6" platform (platform floor boards extend roughly 1" over the edge, increasing the apparent dimensions slightly). The timber for construction of such buildings was painted but not planed and any smoothing came from wear. Exterior wall boards are 1" x 6" with a 1" space between. Interior wall boards appear to be 1" x 4" or 1" x 3" and are placed so that they cover the exterior openings.

The door opening is 3' 9" x 6' 5". Vertical door slats are 1" x 3" with a nominal 1" spacing. The building's height and other dimensions should be able to be scaled accurately enough for modelling purposes from the end views on the next page.



End view during restoration, 2005. This is the opposite end to the water tank in the original site due to the shed being turned around during restoration. Lynn Zelmer photo.

The building was undercoated in white and then painted in QR yellow to match other museum buildings. Downspouts and the restored station sign, etc., have also been fitted.

Acknowledgements

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Additional photos and some plans are available on the CaneSIG web site (www.zelmeroz.com/canesig) and on Queensland's rail heritage web site (QldRailHeritage.com).



Note the location of the name board and the width of the diagonal brace, likely 1" x 3" timber inset into the vertical studs. While the exterior of the building (and outside edge of the studs, etc.) was painted white, the interior timber had either been painted a dark colour or had weathered dark. Lynn Zelmer photo, 2005.