

Tribute to the 2000 Class Rail Cars.

by Arthur Hayes.

Just on half a century ago, in the early 1950's the railway systems across Australia were faced with a huge task. Following World War II the railways were in a run down state and required a massive overhaul.

Also at the time, advances made in the development of the war effort were being transferred into the civil world. Materials not available during the war were now being used to advance the construction industry. Rollingstock construction had changed from wood to steel, steel wagons and carriages were entering traffic. Diesel Electric Locomotives were being developed and undergoing testing. This was to be a turning point in the Australian Railway era, the most interesting times lay ahead.

Queensland Government Railways was faced with an aging Rail Motor fleet and increased passenger traffic. Some Rail Motor services were being replaced by locomotive hauled trains in various areas. Most of these units were a single axle drive similar to a truck hauling a couple of trailers. Passenger comfort also was not the best, open sided vehicles that did not ride all that well.

Over a two-year period from 1952 to 1954, 24 new rail cars entered service. These 1800 class rail cars brought a new large style of vehicle, unit carriage type trains. Generally, the units were restrictive, two-car units required an angle for turning and four cars were too large for country service and under powered for suburban workings.

Queensland Railways began to develop its own rail car unit. The results of this saw the birth of the 2000 class Rail Car. The units could run either as a single or in a double combination. A unique rounded driving compartment was constructed on one end while an inter-joining end was fitted to the other end.

Two types of cars were constructed by Ipswich Workshops, one unit consisted of a full passenger salon with a toilet, and accommodating 54 passengers. This unit was numbered with the even number 2000. The other unit consisted of a passenger salon accommodating 42 passengers and baggage/parcel area adjoining the driving compartment. This unit was numbered with an odd number 2001. The two units together provided accommodation for 96 passengers.

Each cars was 56' 4" long and weighed 20½ tons and were powered by 125 h.p A.E.C diesel engine mounted horizontal under the floor. The car construction was of light steel frame covered with fluted aluminum sheeting.

Rail Car 2000 entered service on the 10.05.1956, while 2001 followed six months later and entered service on the 21.12.1956. Units were considered very successful following some running in teething problems.

In the early days the pair were attached to Mayne and worked the suburban network both as a single or double unit. Towards the end, the pair were attached to Maryborough and worked the Monto Branch providing a connection from Brisbane off the "Capricornian" service at Mungar until withdrawn from service in March 87.

From a modelling point of view, these cars could be readily distinguished from the others. The fluted aluminum sheeting had a dull satin finish, a vented cone was located in the center of the curved roof above the windscreen. Round vents were located in front, each side of the number plate. The horn vent in the cowcatcher was also round.

Commonwealth Engineering at Rocklea received a contract to build 10 two car units in 1958 at a cost of 500,870 pounds. Stainless steel body sheeting, modifications to the cooling system and controls and 150 h.p AEC diesel motors further refined these vehicles. These alterations increased the tare weight of each unit to 22 tons.

The cars saw service as shown below:

Number	In Service	Ex Service	Number	In Service	Ex Service
2002	12.05.60	16.11.88	2003	12.05.60	18.01.89
2004	14.07.60	Rockhampton	2005	14.07.60	12.10.93
2006	26.10.60	30.12.93	2007	26.10.60	30.09.92
2008	28.11.60	07.02.89	2009	28.11.60	03.04.89
2010	12.01.61	02.12.88	2011	12.01.61	04.01.94
2012	11.02.61	06.02.89	2013	11.02.61	29.01.75
2014	07.03.61	13.06.89	2015	07.03.61	20.01.89
2016	30.03.61	25.06.91	2017	30.06.61	31.12.93
2018	05.05.61	20.01.89	2019	05.05.61	20.01.89
2020	05.06.61	20.01.89	2021	05.06.61	20.01.89

Following the introduction of these cars, improved services were provided on the services. Brisbane to Helidon, Townsville to Home Hill and Charters Towers, Cairns to Ravenshoe, Brisbane Valley and Monto Branches.

A further five two-car units were built by Commonwealth Engineering and saw service as shown below

Number	In Service	Ex Service	Number	In Service	Ex Service
2022	22.03.63	30.12.93	2023	22.03.63	31.12.93
2024	26.04.63		2025	26.04.63	07.08.89
2026	10.05.63		2027	10.05.63	30.12.93
2028	14.06.63	30.12.93	2029	14.06.63	30.12.93

2030	01.06.63	09.05.91	2031	01.06.63	
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By 1963 Rail Motors/Cars had been working on Queensland Railways for 50 years. Over this period 141 various types had been placed in service, 89 of them were still operating.

In 1966 the speed of 2000 class Rail Cars was increased from 50 m.p.h to 55 m.p.h. It was common knowledge on the Helidon run that these units traveled at 60 m.p.h. I recall a trip to Roma where we traveled between Chinchilla and Miles a distance of 30 miles in less than 30 minutes, that included slowing down for two Warrego Highway level crossings. This provided additional time for refreshments over the road at Miles. From memory the speedo ran out at 60 m.p.h.

Tenders were called in September 1968, with a contract being awarded to Commonwealth Engineering for \$ 913,226 for the delivery of a further 10 cars. The introduction of these cars saw alterations to the style of cars constructed and some external features altered.

The contract included 5 full passenger salon cars, 1 passenger/luggage car and 4 passenger/luggage driving trailer cars.

The cars saw service as shown below;

Number	In Service	Ex Service	Number	In Service	Ex Service
2032	17.12.70	Rockhampton	2033	17.12.70	30.12.93
2034	11.01.71	26.07.93	2051	11.02.71	Zig Zag 3/97
2036	11.01.71	27.03.91	2053	11.02.71	
2038	20.04.71	04.01.94	2055	15.03.71	Zig Zag 3/97
2040	20.04.71	23.10.90	2057	15.03.71	

The passenger/luggage driving trailer car or Intermediate car construction saw the usual round driving compartment altered, giving away to a flat front with buffer plates and connecting car door. The cars provide accommodation for 52 passengers and a small luggage area on the driving end approximately half the size of the other luggage cars. Toilets were not fitted to these cars.

These cars were numbered 2051, 2053, 2055 and 2057.

Intermediate cars allowed three or four cars trains to operate. During February 1971, a four car set on the south side provided accommodation for 212 passengers. Four car units did not multi all that well and to suit operational requirements, three car set were commonly used on both sides of the Brisbane River on suburban workings.

Other cars in this contract could be easily identified, a number of external modifications were made during construction. The large center headlight was replaced with a twin sealed beam light above the windscreen. The wings on the front of the rail cars were altered to include a QR logo replacing the head-

light. The exhaust system was altered from the middle of the side to run up the rear of the car. The number plates were painted yellow instead of blue. A Leyland diesel motor powered these units.

Introduction of these cars saw most aging "Red Fred's" type Rail Motors withdrawn from service along with the transfer of the 1800 class Rail Cars to country areas.

Other cars from previous contracts were respectively modified at a later date, receiving altered headlights, wings and exhaust systems, cars working in the northern part of the state also had their air horns mounted on the roof each side of the headlight.

Last units to receive overhauls were fitted with Rolls Royce diesel motors, unit 2030 being the first in 1984.

Internally, nothing much changed except the window blinds were replaced with curtains. Units 2030-31 that worked the Daylight tours were fitted with public address systems in 1966. Towards the end of the Corinda – Yeerongpilly services, units working this roster were fitted with two-way radios and were fitted with facilities to allow towing from the driving ends.

All units with the exception of 2013 made it to the end of traffic days; this unit caught fire near Grandchester in January 1975 and was destroyed. Various units were involved in variety of incidents, all were repaired and returned to service. I recall 2006 finding the rear end of a KKB van on a stock train at Bethania in fog, both crews were able to escape through door before the both came together. After being parted, the unit was able to be worked to the Workshops under its own power. 2007 was damaged at Cluden on the 30/09/92 and was sold in Townsville in December 1993.

During 1958-59, 43% of country passenger train miles were operated by rail motors/cars. By 1964-65, they worked 11.8% of all train miles, for the same period rail motors/cars traveled 2,048,137 miles for average cost of .45c per mile.

A driver and a guard generally worked rail cars, if a single unit worked a service a porter could be rostered in lieu of the guard. In some locations a porter was rostered to assist the guard where heavy roadside duties were preformed.

Rail Cars due to their lightweight were allowed to operate at increased speeds on various sections. i.e. Passenger and Goods Trains were restricted to 40 km/h between Wulkuraka and Linville, Rail Cars were permitted to travel at 60 km/h. When all things were equal, rail cars still had faster sectional running times. The 1973 North Coast Line Timetable gives the following comparison.

Roma Street to Gympie

Train	Train	Running
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2000 Class Rail Cars

		Number	Time
Sunlander (Multi Unit) Stops	Limited	237	3 Hrs 20 mins
Rail Car (Day) Stations	All	21	3 Hrs 23 mins
Capricornian	Limited Stops	21A	3 Hrs 38 mins
Sunlander (Single Loco)	Limited Stops	241	3 Hrs 42 mins
Passenger Train Stations	All	101	4 Hrs 00 mins
Rail Car (Sat night) Stations	All	111	3 Hrs 38 mins
Express freight (750 t)	includes 15 mins meal	275	4 Hrs 19 mins

Due to their slick appearance and fast running the unit were known by most as the "Silver Bullets". Over the years these Rail Cars enjoyed a colorfully career and were favored by both crews and passengers alike.

The rail cars were coupled together by draw hook and screw couplings, this coupling was of the same design as the standard wagon coupling only smaller. When a unit failed, on most occasions the second unit was able to tow the failed unit back to the depot at a reduced speed. On occasions units were towed on the rear of freight services at reduced speed to move cars to the workshops. A special tow bar was used. When this happed a driver was rostered to ride the rail car in the event of a break-away occurring to apply the hand brake.

2000 Class Rail Cars were allocated to various depots along the eastern seaboard and Toowoomba. By the time these Rail Cars entered traffic, a large number of Branch Lines were being closed down, resulting in minimum use on these services.

Over the years the operations of these rail cars altered, some services were worked with double units, others where turning facilities were available a single unit worked the service. Three car units normally worked the Brisbane suburban services on both sides of the river, during holiday times they could be found working on the Helidon and Gympie services.

During the life of the 2000 class rail cars operational requirements of these units were altered to meet passenger loads. Units in the Brisbane area were marshalled regularly with cars being swapped around in each unit. Often two passenger (*even numbers*) units would be attached together, this provided accommodation for 108 seated passengers. Likewise two passenger/luggage units (*odd numbers*) were marshalled together on country runs to Roma. Parcels traffic was that heavy for the west, parcels were also loaded through the windows and stacked on the seats at Toowoomba. On some occasions, two intermediate cars would be used to make up a two-car unit or an intermediate car with a driving car.

Drivers did not like intermediate cars leading during winter, the connecting car door provide unwanted air conditioning and was often stuffed with newspapers in the doors.

In making up three car units the availability of cars dictated the marshalling, on occasions two intermediate cars would be used to make up the unit.

Most overhauls of these cars were carried out at Ipswich Workshops resulting in allocated units moving depots and being swapped around.

In this section I will try and cover some of the working from their respective depots and units allocated to these locations. Over the years, timetables were altered, some workings were moved from depot to depot. On other occasions a double unit was replaced with a single car. The 2000 class was also popular choice for charters and worked outside the normal run of the mill jobs. Some of the early workings I have received conflicting information, thus some may not be quite right. Also obtaining information from some depots with a limited time factor was difficult.

Toowoomba

2005, 2007 (66-68)

Rail Cars based in Toowoomba could be readily exchanged with Mayne units and changed from time to time.

Single Car Unit;

Toowoomba to Glenmorgan (Withdrawn 1972)

Toowoomba to Wandoan

Two Car Unit;

Toowoomba to Roma. (At times worked as a single) (Last service Dec 93)

Last service to Millmerran (also possibly some time during the sixties)

I have also been told that a two cars unit worked to Dalby, and on arrival was separated with each car working a different branch line. (The trailing car would require turning before continuing)

Mayne

Two cars units worked the following services.

Brisbane to Helidon co-ordinated Toowoomba services.

Brisbane to Toowoomba

Brisbane to Roma

Brisbane to Gympie (Day service 1972 - 1989)

Brisbane to Bundaberg. (Saturday Night service)

Brisbane to Cairns (Daylight Rail Tours) In 1963-64 financial year, 7 Daylight Tours ran between Brisbane and Cairns carrying upwards of 900 passengers.

These tours usually ran between March and October of each year. In 1983 A/c Cars hauled by a locomotive took over this operation until 1999.

Two and Three units (*after 1971*) worked the following suburban services

Brisbane to Ferny Grove

Brisbane to Petrie – Caboolture – Nambour

Brisbane to Pinkenba.

Following the opening of the Merivale Bridge in 1978, off peak half-hourly services to Sunnybank was provided by using 2000 class rail cars.

These rail cars found a new nick in life following electrification of the suburban system in carrying parcels (*Roadside Services*) around the network until door to door delivery system (Q-Link) began operating about 1982.

Single units worked the service to Toogoolawah and at times to Toowoomba. On some occasions would work the Helidon co-ordinated service, when this occurred the unit would run over to Murphy's Creek to turn on the angle.

Ipswich

Two Car Units;

Ipswich to Grandchester – Rosewood (Last service Dec 93)

Over the years this varied some what in running to Gatton and Helidon.

One Car Unit:

Ipswich to Toogoolawah (Last service 30/12/88)

Ipswich to Rosewood (Turned on the Turntable)

Ipswich to Grandchester (Turned on the angle)

South Brisbane

Two Car Units;

Sth Brisbane to Cleveland (Till line closed)

Sth Brisbane to Southport (Till line closed)

Two and Three Car Units;

Sth Brisbane to Beenleigh and Lota.

Corinda to Cannon Hill Abattoirs

Maryborough 2000, 2001, 2002, 2003, 2004, 2005

Two Car Unit;

Maryborough to Monto (Early days worked by a single unit) (Last service 27/3/87)

Maryborough to Urangan (Withdrawn 1972)

Single Unit;

Maryborough to Kingaroy

Rockhampton

2016, 2017

Rockhampton to Yeppoon

(Withdrawn 1972)

Rockhampton to Mount Morgan

Rockhampton to Biloela – Thangool (Withdrawn 1972)
 Rockhampton to Theodore (Withdrawn 1972)

Mackay
 2015

2014,

Two Car Unit
 Mackay to Proserpine/Carmilla

Townsville

2012, 2013

Over the years this working varied between a single and two car working.

Townsville to Bowen Last service Dec 93

Townsville to Charters Towers, Last service 31/8/90

Townsville to Greenvale (*once a fortnight*) Last service 12/3/93

Cairns
 2011

2008, 2009, 2010,

Two Car Units; Services in this area terminated on 1/1/89.

Cairns to Mareeba

Cairns to Ravenshoe

Cairns to Tully

Unusual Workings:-

19.07.78 Daylight Rail Tour Mackay worked by 2014, 2055, 2016.

Aug 67 Excursion Ipswich to Rockhampton and return West Moreton
 Rugby League.

ARHS Tours of Goods Lines.

Guard road tuition's duties.

General Manager's often used these cars in making inspections of their areas
 in both suburban and country districts.

Car Allocation 1972:-

In March 1972 Rail Cars were allocated to the following depots.

Mayne: 2005,7,13,18,19,22,23,24,25,26,28,29,30,31,32,33,57

South Brisbane: 2002,6,12,14,20,21,34,36,38,40,51,53,55.

Maryborough: 2000,01

Rockhampton: 2015,16,17

Townsville: 2003,4,27

Cairns: 2008,9,10,11

Distance Traveled:-

The following tables lists the distance the Rail Cars ran until 30 June 1999.

Car	Km	Car	Km	Car	Km	Car	Km
2000	2228428	2011	2000502	2022	2864729	2033	1890697
2001	2253837	2012	2237833	2023	2509630	2034	1886248
2002	2855794	2013	1365758	2024	2927210	2036	1907580

2003	2266003	2014	2182952	2025	2536746	2038	2064451
2004	1910633	2015	1811153	2026	2815876	2040	1897882
2005	2592081	2016	1771495	2027	2126554		
2006	2938849	2017	2502860	2028	2820727		
2007	2763771	2018	2218595	2029	2654567	2051	2124582
2008	1884949	2019	2625913	2030	2564171	2053	2166757
2009	1512819	2020	2796279	2031	2904866	2055	2167992
2010	1979025	2021	2848053	2032	1615582	2057	2119587

Cars still in service;

Cairns to Forsyth " Savannahlander " Service commenced in 1995
2026, 2028, 2053

Rockhampton

Inspection Cars 2004,2032 Just returned from major overhaul and modification in Brisbane and undergoing testing May 2000.

These units may be used in the Emerald area in the near future.

Mayne;

Following the last suburban service Corinda to Yeerongpilly shuttle service in January 2000, the following units wait for their final call.

2005, 2024, 2031, 2034, 2036, 2057.

Units Preserved:-

Heritage Groups have purchased the following units.

QR Heritage	2000, 2001,
Mt Morgan Railway	2014
Zig Zag Railway	2006, 2011,2016, 2020, 2021,2051,2055.
Mary Valley Railway	2017, 2023
A.R.H.S. Qld	2033, 2038

Some units were sold to the Public

Brisbane area.	2002, 2012,
Townsville area,	2007, 2009, 2021, 2025.

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Triumph of Narrow Gauge John Kerr
 Brunswick Street, Bowen Hills and Beyond John Kerr A.R.H.S. Qld
 Destination Sth Brisbane John Kerr, John Armstrong A.R.H.S. Qld
 The Australian Railway Historical Society Bulletin 360 October 1967
 The Australian Railway Historical Society Bulletin 362 December 1967
 Various Sunshine Express
 Notes on Railmotors and Road Vehicles compiled by John Kerr

Queensland Railways Working and Public Time Tables.

Additional Reading:-

The Australian Railway Historical Society Bulletin 228 October 1956



2031 at Corinda Photo R B Dow 1998

ZELMER

CONVENTION NOTES 29TH JULY 2000



MODELLING THE RAILWAYS OF
QUEENSLAND
CONVENTION No:4
2000

Next MORQ
27 Jul 2002