QUEENSLAND RAILWAY STATION YARD DESIGNS

Branch lines, one of my favourite themes to model in any scale. Short trains with a variety of wagons, mixed goods trains short passenger trains and rail motors. I will endeavour to give you an idea of what went where and why. As most you are aware most branch lines were built to lighter standards with 10 ton axle loads. This limit meant only the lighter classes of locomotives could be used, in steam days B15con, PB15, C16, AC16 and C17s. When diesels arrived, the diesel mechanical, 1500/1170, 1600/1620, 1700/1720, and DH were the classes used. Passengers were catered for by rail motors and mixed goods trains. I think modelling a branch line gives greater scope of operation with fewer infrastructures. Only one signal at each side and this signal only applied to the main line protected most stations. Loco facilities were very basic; some depots had an engine shed and most a watering tank. Yarraman's watering was done in the section at Pidna, what an operational opportunity.

Another feature of modelling a branch line is the length and loads of trains if done as the prototype, hours can be spent shunting and marshalling trains. At Inglewood in 1959/60 a C17 could haul 610 ton between Goondiwindi and Inglewood. The load from Inglewood to Warwick was 270ton, which meant remarshalling of the train took place. On the Texas branch from Inglewood the load was 265 tonne in both directions. During the wheat season this meant a C17 could haul 6 WH class bulk wheat wagons and a van. On the Kilcoy branch that was laid with 60lb rail, the load for a BB181/4 on a through train was only 335tonne. Remembering the through load was the load that could be hauled over the steepest section. Even though on some sections the load could be as large as 610 ton.

When you model any station your research should always include timetables, load tables etc. These publications can provide much information about train workings pertaining to that station.

Most branch stations had a goods shed, cream shed and also various rural Co-ops leased land for sheds etc. Another feature at many country stations were buildings housing the local Country Women Association (C.W.A). These buildings were used as doctors' rooms and maternal welfare clinics. Cattle yards were provided at most stations with provision for loading pigs and calves, in the western area sheep pens and races could be found. If a terminus station is being modelled, turning facilities will have to be provided either by a turntable or angle. If an angle is used this is usually where the livestock yards are situated. Wheat silos were a feature of western towns some being in the yard itself whilst at other places a siding in the section. This meant trains had to shunt before arrival or after departure from the station and I think this gives the modeller a greater operation for their layout.

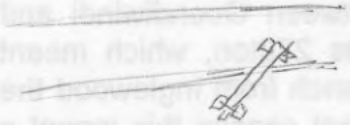
At smaller stations goods and parcels were loaded into road wagons which were normally placed adjacent to the guards van eliminating the need to shunt. At busier stations trains usually shunted for long periods in the days before shunt tractors, anything up to 2 hours. Considering trains were shorter this meant a lot of movement. Another facility at some stations were fuel unloading points for the decanting of fuel from railway tankers some were large installations others just a siding with a stand pipe which took the fuel to tanks situated away from the siding. Eg. Wondai a very easy modelling project.

The attached station plans have been chosen to illustrate where certain buildings and facilities would have been situated. As can be seen most stations had similar facilities depending on the area.

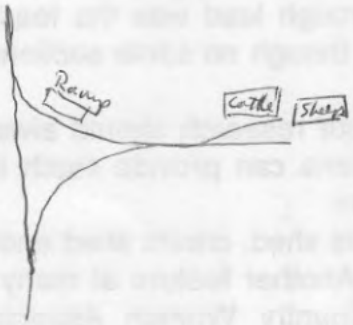
It has been harder to model a lot of these branch line stations due to the rationalisation of facilities unless you can find photos of the stations. A lot of information can still be obtained by walking the sites and taking approximate measurements of where the facilities were. It is a god idea to get permission to enter upon railway property to do your research. On display I have copies of station plans, these plans contain a wealth of information not all of which a modeller would use. The modeller who models the transition period from steam to diesel, have a greater variety of wagons to be part of the train, four wheelers were used a lot during that period. If modelling the later years, block trains of grain, livestock and containers are the norm.

DON WARN.

Cheke blocks - set at an angle to deflect wagons to avoid running onto main line — set at angle, not straight across

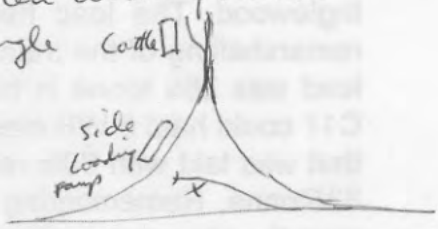


Railway Archives do have plans (eg Lowood) (eg Monto)



End loading for sheep

often loading on the angle

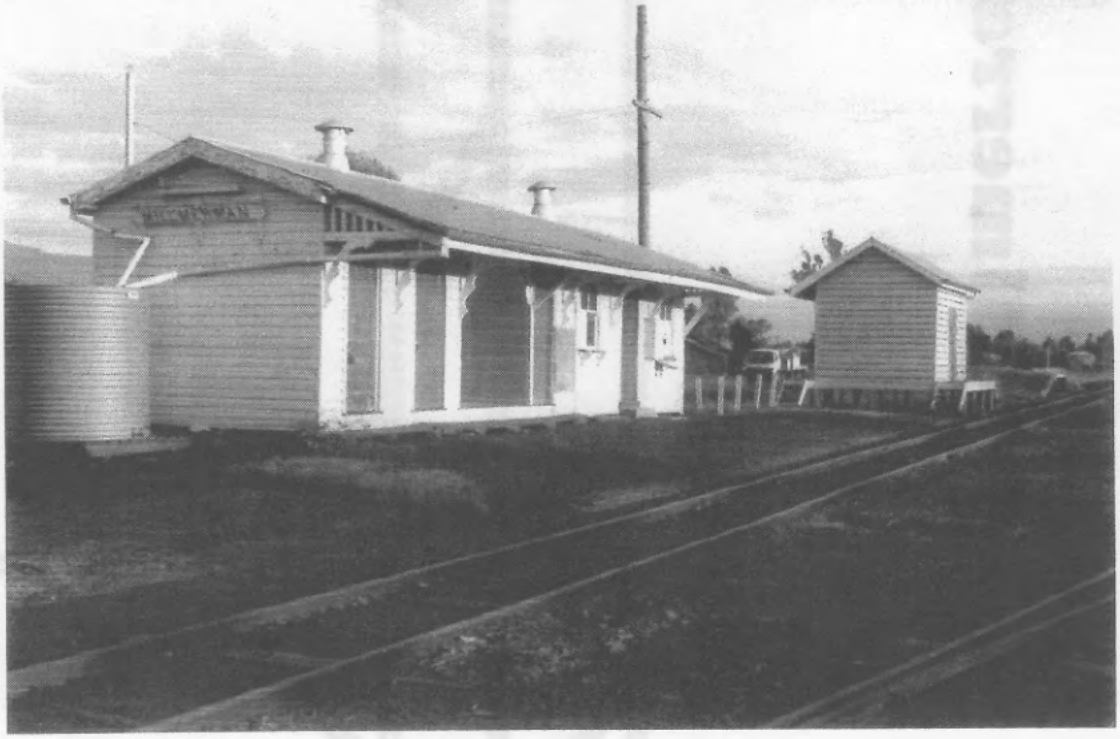


X = Camp Wagons

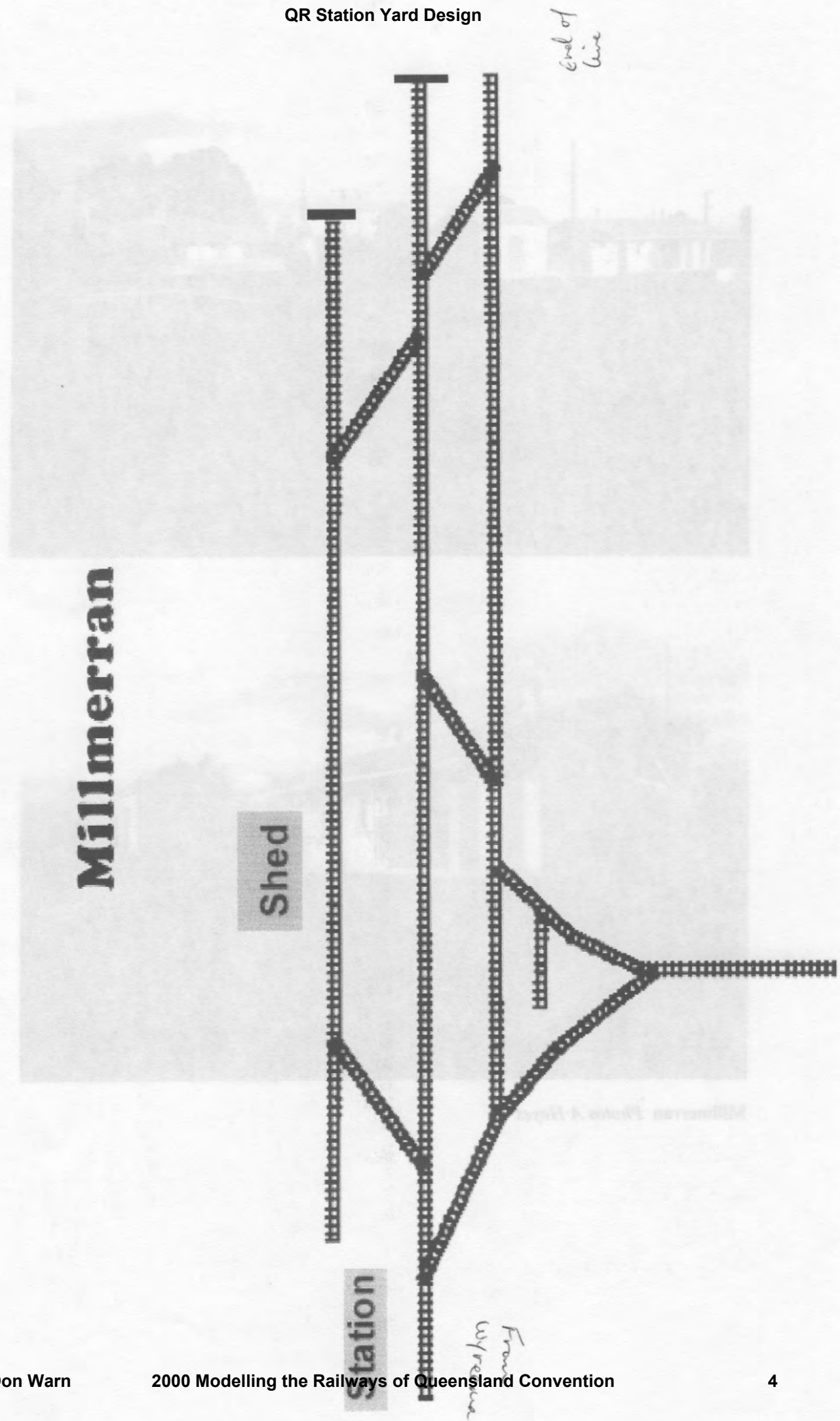
Brisbane Valley Branch

Butter factory
Sawmill
Tobacco
Wheat
Side loading
Sheep end loading from pens
Cattle pens
Fuel depot
Passenger
Cream

40T max gross VW.



Millmerran *Photos A Hayes*


Millmerran
Shed
Station
end of line