LINESIDE INDUSTRIES and MIXED TRAINS

COL WALSH

Railways originated because of the need for an improved form of transport of people and goods in an era when animal hauled vehicles on poor quality or even non existent roads were the norm.

From the earliest days business people were quick to accept this new faster transport and many set up their enterprises on land adjacent to the railway lines.

The railway supplied sidings and spurs to many of these,and built loading and storeage facilities for their goods and livestock,

A lot of Queensland towns owe their existence to the fact that the railway passed through that district on it's way to somewhere else.

Most of the early trains, other than passenger services were 'Mixed Trains', which moved freight and a few passengers between towns on the main lines and branches.

As more towns developed and expanded freight only trains became more common on the mainlines,where heavier axle loadings and higher speeds were usual.

The stations and lineside industries usually had a loop and a siding and portions of the train were rarely left on the main, while shunting was carried out on the siding.

This was often very different on the branches.

Up to the 1960's mixed trains were the mainstay of the branches.

Commonly hauled by light engines,the rolling stock did not exceed 10-ton axle loads,and 8.5 ton was predominant.

These trains stopped at just about every roadside halt, siding and station to load / unload cream churns, parcels and to shunt wagons to and from sidings.

In addition steam loco's had to stop frequently to take on water while any passengers had to wait patiently to continue their journey.

The increased use of motor vehicles,for passengers and freight ,has spelt the end for many branchlines and the mixed trains are a thing of the past,while the mixed goods has almost disappeared

Until the end of 2001 mixed goods still operated to Atherton with stock wagons,container flats,grain wagons and the odd QLX AND CO,alas no more it is all done by truck from Cairns and Innisfail now with only the occasional train to pick up maize and peanuts.

Railways in all states now concentrate their activities on unit trains and much prefer "Hook and Pull" operations.

However some lineside shunting is still carried out in country areas where loads are made up from smaller collection points, such as silos,livestock yards,mines etc.

MIXED/GOODS TRAINS and INDUSTRIES.

The railways operate under,regulations and the bylaws as set out in the 'BOOK of RULES',the GENERAL APPENDIX to the BOOK of RULES,WORKING TIMETABLES and theSUPPLEMENT to theWORKING TIMETABLES.

I recommend these publications to those of you who wish to operate their model railways in a prototypical manner,and suggest that you maybe able to obtain old editions from former,or even currently serving,employees of the railways,or perhaps from the Railway Shop.

The appendix spells out,among other things,instructions for the loading of wagons,marshalling order of rolling stock in trains,and treatment of special loads,as well as classification of wagons,and methods of effecting emergency repairs e t c.

As an aid to those persons who may not be able to access the aforementioned books,I have included photocopies of some pages which may be of assistance to you.

METROPOLITAN AREA GOODS OPERATIONS.

Country areas are usually what comes to mind,when we think of goods trains,however the Brisbane metropolitan area had many industries served by the railways,on branch lines .

An interesting example,was the Bulimba branch, which left the main line between Brunswick St and Bowen Hills stations serving industries in a very congested area.

Some of the industries served ,were the Shell depot at Bowen Hills,Brown and Broad's timber yard at Newstead,and the Newstead wharves, the C.O.D. cannery,Dalgety's,and Merchantile wharves,the gas works,New Farm power house,H.M.A.S.Moreton,and nine wool and hides stores.

On this branch alone you could,at any one time see,coal hoppers,open wagons,box wagons,louvre vans,and refrigerated wagons.

Another branch which saw a lot of goods traffic was the Pinkenba line which served industry and the wharves near the mouth of the Brisbane River

Here were the grain silos,fertilizer works,B.H.P.steel wharf,and Ford Motor Co,and the army stores to name some.

In addition there was a branch off the branch which served Bretts wharf,Hamilton cold stores,the Hamilton wharves,and various oil companies depots.

Early in the last century,Woolongabba,and the Belmont Branches seved coal wharves,meat works,and manufacturers on the south side and later the Manly,Abattoirs and Cleveland lines catered to the Bay areas.(Of course there were other busy branches,but we must push on.) As you can see there is plenty of scope if you are modelling the Metropolitan scene.

MAINLINE TRAINS and INDUSTRIES.

Until the mid 1960's,goods trains,particularly on Sundays or Public holidays,operating on the mainlines offered limited passenger accommodation,most often in the guards van.Passengers forced by circumstance to travel on these must have been pretty desperate.

These trains served varied industries along there way,performing shunting duties where required,and they frequently pulled into loops to allow priority trains to pass.

Many types of wagons were required by the different industries,for instance,an up train from Gympie to Brisbane,could have pineapples (In open wagons) livestock,timber,bulk lime from Tamaree to Bradford Kendall,at Runcorn,dairy products,and other goods .

Along the track it might pick up logs at Pomona,Sawn timber and Bricks from Cooroy,butter from Eumundi,bagged or bulk sugar from Nambour,citrus fruits and pineapples from Woombye and Palmwoods,and so on.

In addition there would be drop offs so the make up of the make up of the train would alter frequently which should make for interesting operation on Your layout as You try to emulate the prototype.

BRANCHLINE TRAINS and INDUSTRIES.

On the branch lines Mixed trains were most common, as pure passenger services were few, or even non existent, and intending travellers had no choice but to utilise passenger accommodation at the rear of a goods train.

Goods vehicles were old,mainly wooden stock, or towards the end low axle load early steel wagons .

An example of the above would be the Haden branch, where a train from Toowoomba may start out of the yards with an A.B.G, a few box wagons, a 'K' or two, an MG or an L, and pick up open wagons of drum fuel and oils from the fuel depots.

As it proceeded it would drop off and pick up wagons and parcels until much diminished consist would arrive at Haden .

On the return it would bring adult cattle, pigs and calves from Haden, butter, parcels and other freight from Goombungee and milk, cream, and general goods and parcels from other stations.

As it approached Toowoomba it would drop off pigs and calves for Darling Downs Co-Op Bacon coy, Milk and cream for the Downs Co-Op Dairy Ass'n. Cattle and other freight would then go off to Toowoomba yards for dispersal to their destinations.

Some of You will be more familiar with the workings of other branches and could incorporate these in Your own operations.

You can see that all types of industries would have their own wagon requirements,often needing different vehicles for inwards loads from that which they would use for outwards, as well as this the challenges presented by such things as having to shunt trailing points or multi industry sidings,makes for some interesting times.

What we have discussed, is only a brief,outline of the subject, and I recommend that You read the many books now available on Queensland railways,

Goods Wagons You may See at Lineside Industires

Industry	Wagon Codes
Dairy Factory	CMI, CMIS, CMR and, ABG
Livestock yards	IC, K derivatives, L, MG, N. NA, etc.
Meatworks	CMI, CMIS, CMR ABG CR IC K,KL etcL MG N NA etc.
- Sawmills	S SR QG H HS etc. F FG etc WR.
Oil Depots	OR OAA OB etc Fs Hs
Gas & coke works	V VJ etc.
Silos	PF QGX VJDG VJMG WHE WHA.
Feed & flour mills	PF QGX VJDG VJMGWHE WHA H F
Wool stores	H F WHE WHA
Canneries	C CJ SP F H FJS (open wagonsusually with crates)
Fruit & vegetable packers	SP PCY QFCS H F WHA A ALG ALY BLC C CLC
Defence stores	F H C A B PCY QFCS and so on,
Wharves	H F C A B PCY QFCS K KSA etc L MG N NA .
Quarries & lime works	VJL PCY PCS GN V VJ etc VTJ VTT etc.
Cement works	FJC HJC PCC PFCC QFP SBC VJC WBC
Sugar mills & refineries	MO PYC TC VASO FC F H
Fertiliser works & depots	F H WHO FJL PYC
Tanneries & hide stores	F H WHO C CJ etc
Distilleries & Breweries	A B C CJ CLC etc EA EC HJM HJP MO PF PCY
Brickworks	F H WHO
Mines	V VJ etc G GN VAH VAO etc
Pipeworks	VJC SBC QFP
Motor vehicle plants	M ML H HJS
Engineering plants	PE PJW PWZ V VJ etc F H
Freight forwarders	MT PC PFC QFCR
Hardware& general wholesalers	A B C F H WHO PCY QFCS
Metal refineries & foundries	V VJ GN H F WHO PWZ

The above list is by no means comprehensive there are numerous vehicles which would appear at the above industries from time to time and are not mentioned in respect to any particular one .

In addition to the revenue traffic the railways have their own transport needs such as;

Water	FGW GWW UW WE.
Loco coal	V VJ etc to the end of the steam era,
Track materials	QR RY SD H F WRB V VT VJ etc
Fuel & lubricants	ORL F H WHO OB/OBA
Sand	FSS PS.
Workshop stores	F H WHO A B C .

the correct procedure of loading, and receiving stations shall report any instances of bad loading to the District Officer.

As the loads shown are from actual tests there should be no difficulty in loading the number of bags shown, but great care must be exercised to see that each bag is firmly placed and that the authorised dimensions of load given in Clause 67B are not exceeded.

Stations requiring load-gauges should apply to the District Officer.

The following tables show the positions of the bags in each tier, viz.:—

"F" WAGON

1st tier	16 on flat	= 16
2nd tier	16 on flat	= 16
3rd tier	5 each end on edge 6 each side on edge 2 up centre on edge	= 24
4th tier	2 each end on edge 2 each end on flat 1 each end in centre 2 rows of five on flat 3 across centre	= 23
5th tier	5 each end on edge 5 each side on edge 2 up centre on edge	= 22
6th tier	2 each end on edge 2 each end on flat 2 rows of 4 on flat	= 16
7th tier	3 each end on flat 4 across centre	= 10
		127

"H" WAGON

1st tier	2 rows of 17 across on flat	= 34
2nd tier	4 rows of 8, 2 across	= 34
3rd tier	5 each end on edge 16 each side on edge 7 up centre on edge	= 49
4th tier	2 each end on flat 2 each end on edge 1 each end on centre 7 rows of 5 each on flat	= 45
5th tier	5 each end on edge 16 each side on edge 7 up centre on edge	= 49
6th tier	2 each end on edge 2 each end on flat 6 rows of 4 on flat 2 across centre on flat	= 34
7th tier	8 rows of 3 on flat 1 across on flat	= 25
		270

"FG" WAGON

1st tier	6 rows of 4 on flat	= 24
2nd tier	5 rows of 6 on edge	= 30
3rd tier	5 each end on edge 10 each side on edge 6 up centre on edge	= 36
4th tier	2 each end on edge 2 each end on flat 1 each end in centre on flat 4 rows of 5 on flat	= 30
5th tier	5 each end on edge 10 each side on edge 4 up centre on edge	= 34
6th tier	2 each end on edge 2 each end on flat 1 each end on flat 4 rows of 4 on flat	= 26
7th tier	6 rows of 3 on flat	= 18
		198

High Sided "HJ" WAGON

1st tier	9 rows of 4 on flat	= 36
2nd tier	2 rows of 18 across on flat	= 36
3rd tier	9 rows of 4 on flat and 1 across centre	= 37
4th tier	5 each end on edge 2 rows of 18 on edge 8 up centre on edge	= 54
5th tier	9 rows of 5 on flat 2 across centre on edge	= 47
6th tier	4 each end on edge 17 each side on edge	= 42
7th tier	4 rows of 7 on flat	= 28
		280

To ensure the tightening of the load during transit the bags should converge from ends and sides towards the centre of the wagon.

The diagrams show end and side views, and the manner of placing each tier is plainly visible.

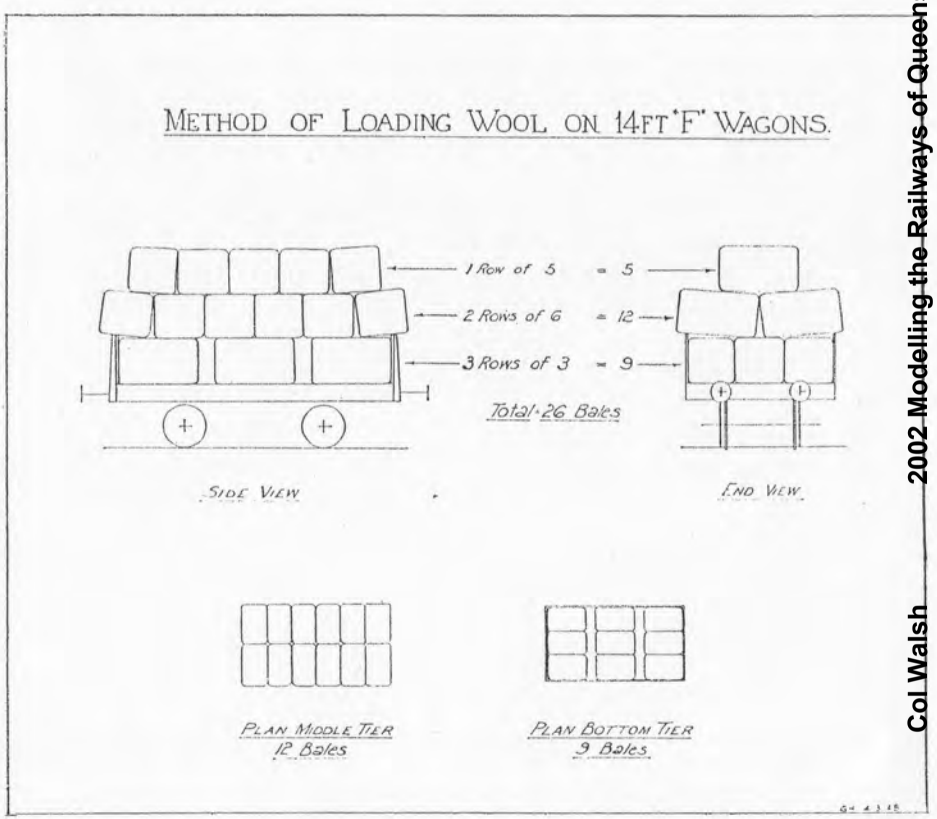
Owing to the bales being of varying sizes, it is possible at times to load a few more. Care must be exercised, however, to see that the dimensions of load in Clause 67B are not exceeded.

In arriving at the number of bales that can be loaded, the length is taken as 4 ft., the width as 2 ft. 6 in. and the height when lying on side 2 ft. 4 in.

The bales must be pressed tightly one against the other. Spacing must not be permitted, as if such is the case, the bales work together causing chafing, which because of the roughness of the jute covering and the friction that takes place, the bales burst causing damage.

The placing of two rows of bales lengthwise in top tier should be avoided, as the slight lean inwards forms a gutter or trough on top and when raining the water accumulates and enters where the sheets overlap. All wagons loaded with wool must be well sheeted (see Clause 560).

Station-masters will be held responsible for seeing that the staff and loaders concerned understand the methods of loading, and in the interest of safety, guards and station-masters en route and receiving stations must report any instance where bad loading occurs, so that the loaders can be corrected.



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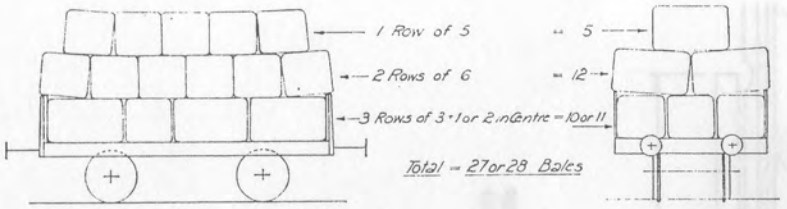
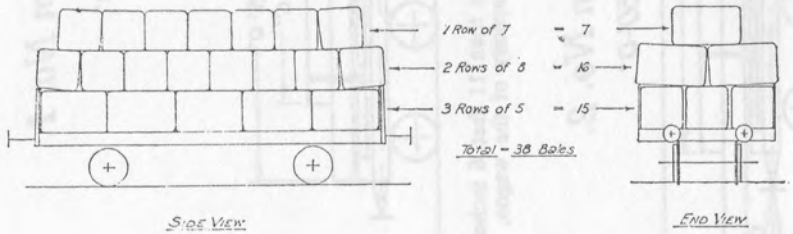
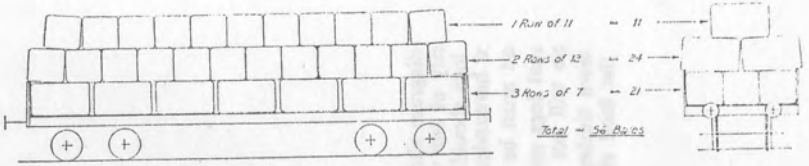


NOTE
The Middle Tier could be loaded with 3 at each end lengthwise and 6 crosswise in centre = 12
This gives a small overhang permitting 6 to be loaded on Top Tier instead of 5

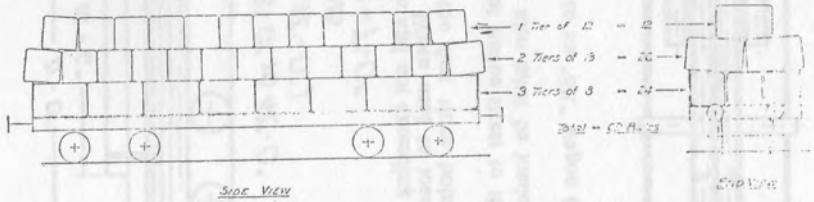
METHOD OF LOADING WOOL ON "F.G." AND "F.G.M." WAGONS



NOTE
The middle tier could be loaded with 3 lengthwise at each end + 6 + 2 rows of 5 crosswise = 10. Total = 16
This gives a 3" overhang at each end
3 could then be loaded crosswise on top.

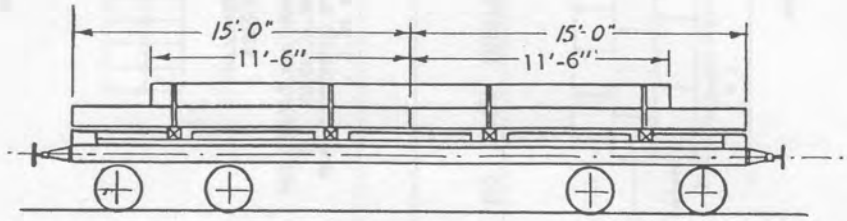


METHOD OF LOADING WOOL ON 32 FT. "H" WAGONS AND "HJ" WAGONS WITH 2'6" SIDES.



Timber Loading Diagram No. 1.

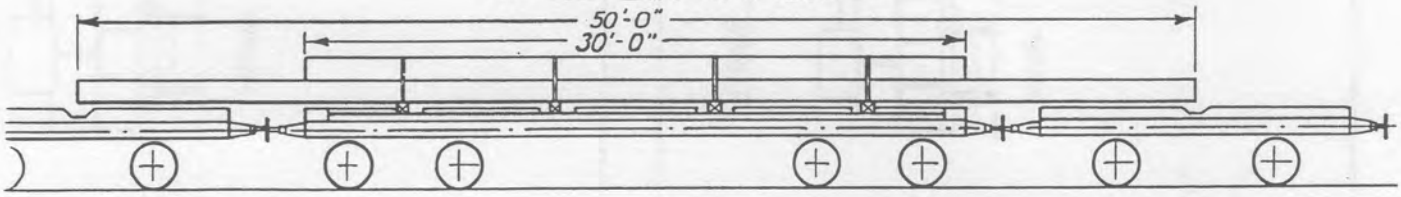
FOR LOGS 23'-0" TO 30'-0"



No. 1 diagram shows one "S" wagon for logs not less than 11 feet 6 inches, and not exceeding 30 feet, the weight not to exceed the carrying capacity of the wagon. The logs should be firmly lashed to each bolster.

Timber Loading Diagram No. 2.

FOR LOGS OVER 30'-0" TO 50'-0"

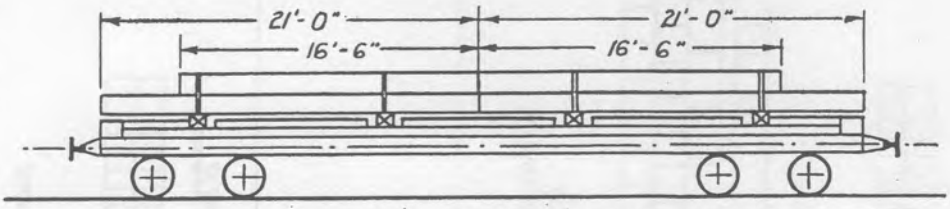


MAX. WIDTH OF LOADING 7'-0"

o. 2 diagram shows one 30 ft. "S" wagon carrying the load and two runner wagons acting as guards. Logs not more than 50 feet carried in this manner, the weight not to exceed the carrying capacity of the "S" wagon **and must be equally distributed over the on** which carries the weight. The logs must be firmly lashed to all the bolsters of the "S" wagon, and, if necessary, blocked up so event all possibility of the ends fouling the runner wagons at change of grade. The logs should also be lashed together near the **not to the "runner" wagons.** The width of loading is not to exceed 7 feet.

Timber Loading Diagram No. 3.

FOR LOGS 33'-0" TO 42'-0"



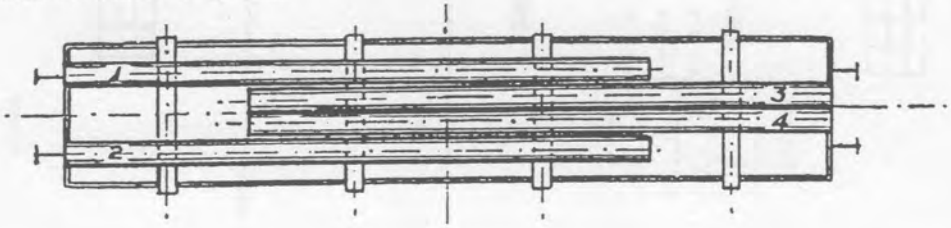
FOR LOGS 16'-6" TO 21'-0" & 33'-0" TO 42'-0"
ONE WAGON CLASS S.R. (42'-0")
MAX. LOAD - 20 TONS
MAX. WIDTH OF LOADING - 7'-0"

diagram shows one "SR" wagon for logs not less than 16 feet 6 inches and not exceeding 42 feet. The weight not to exceed the city of the wagon. The logs should be firmly lashed to each bolster. When used to load logs which have a length of 32 feet logs should be loaded from either end of the wagon, and only over the first three bolsters in the manner illustrated in the n hereunder.

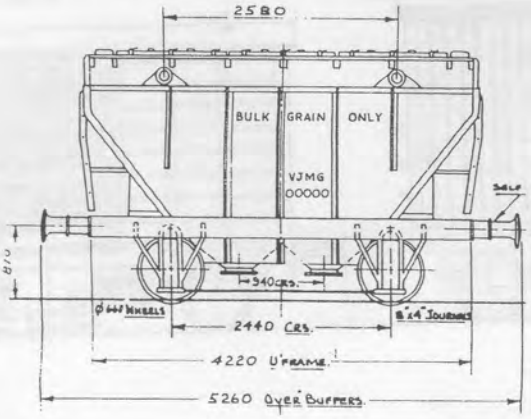
ad must be evenly distributed over both sets of bogies so as to prevent undue stress to the centre of the underframe.

onal logs may be loaded upon those placed on the bolsters, but these also must be loaded in similar manner, so that the load gie will not exceed half the total load.

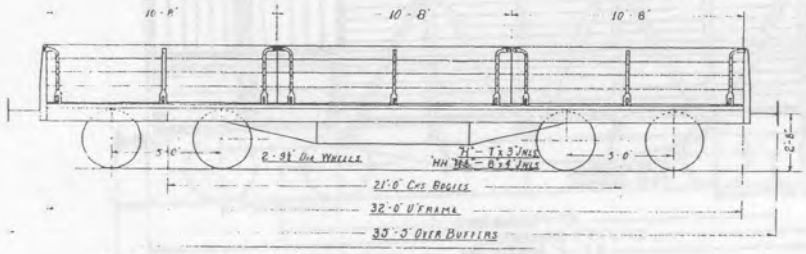
sawn timber which is less than 31 feet in length is being loaded on to an "SR" wagon (i.e., not sufficiently long to rest on the the load should be limited to 15 tons.



TOLGA MAIZE SILOS



V.J.M.G BULK GRAIN WAGON.



"H" WAGON. BAGGED GRAIN.

MARSHALLING OF TRAINS

163. The following conditions shall be observed in the marshalling of trains, unless otherwise specially authorised by the District Officer:—

(a) Carriages conveying passengers on goods or mixed trains shall be placed next to the guard's van.

(b) Roadside wagons shall be placed next to the guard's van on passenger trains and immediately in front of carriages conveying passengers on mixed trains.

(c) All empty 4-wheeled hopper wagons and other empty 4-wheeled wagons of less than 5 tons tare weight shall be placed in the rear of the train immediately in front of vehicles referred to in (a) and (b), the hopper wagons being at the rear of other types.

(d) Loaded 4-wheeled hopper wagons other than those classified as Select Rollingstock shall be placed as near the guard's van as the preceding conditions will allow, hoppers with steel underframes being grouped in the lead of those with wooden underframes as far as practicable.

(e) Unless otherwise restricted by regulation, Select and/or Premium Rollingstock shall be placed in the front of the train, as directed in the Supplement to Working [illegible] marshalling is necessary to achieve maximum train

Calves and pigs must not be loaded in the same tier of a livestock wagon unless they are effectively separated by a hurdle which must be provided by the consignor. When the hurdles are not provided by the consignor, the calves and pigs must be loaded in separate compartments and charged accordingly.

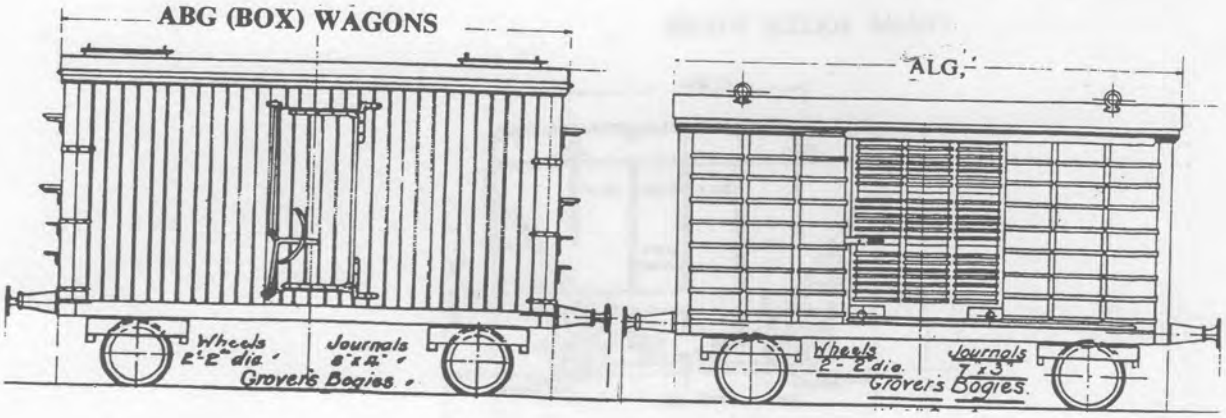
The attention of the staff is drawn to the necessity of seeing that when hurdles are used they are fixed securely in position, and if there is any doubt of the security of the hurdle they must be made secure with wire or tar band. The greatest care must be exercised by those securing the hurdles with wire to see that the ends are fastened securely and closely to the outside, so that they do not protrude and cause injury to employees and others.

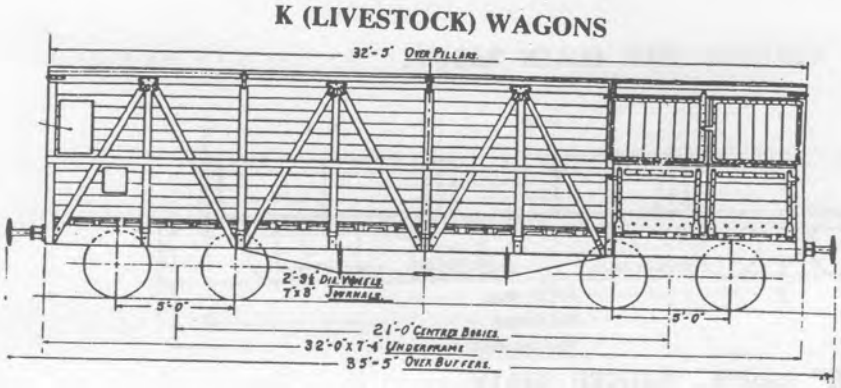
Trucks containing live stock must be tightly coupled together. (See Rule 281.)

Wagons containing live stock must as far as possible be marshalled toward the front of the train and not in the rear of empty and lightly loaded wagons.

Wagons containing pigs attached to trains conveying passengers must be placed as far as possible from the passenger vehicles.

To avoid delay in unloading, goods wagons should not be placed between vans of sheep. See clause 168.





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DESCRIPTION OF ROLLINGSTOCK

"Automatic Coupler Rollingstock" comprise those wagons fitted with Automatic Couplers, and should be marshalled together next to engine of train unless otherwise restricted by regulation;

HJST, QLXT, CO, VGY, VAO, VO, WHO, QGX, *ODY, *OLY, *OLE/T. *AOT/T.

"Premium Rollingstock" comprise those wagons capable of withstanding the greater pull permissible on the drawhooks and screwed couplings and should be marshalled in front of the train immediately behind automatic coupler rollingstock, unless otherwise restricted by regulation.

These wagons comprise HRC, HSA, HSF, KS (Nos. 31819 to 31918 inclusive). KSA, *LPY, *OBE, *OBY, *OFY, *OGE, *OHE, *OHY, *OPE (No. 27), *OPY. *OQE, *OQY, *OTE, *OTY, *OVY, PE, PF, PWZ, QFC, QFX, QLX, and WHE Classes.

Premium Stock wagons may be placed as desired with **"Select Rollingstock"** for the computation of loads shown in columns 5 and 6.

"Select Rollingstock" comprise those wagons capable of withstanding a pull on the draw-gear to a lesser extent than Premium Stock, but greater than those excluded from the descriptive tabulation below:—

Select Rollingstock

BCF	CMR	PJC
BLC	GWW	LTM
CFI	HJC	PJW
CJF	HJM	UHJ
CJFF	HJS	WE
CLC	HJU	WH
CMIS	†KS	WW
CMN		ZZ
		(§)

† (Other than KS listed under Premium Stock)

MTW, NW, NWB, W, WBC, WR — Fitted with draft gear and stencilled "Draft Gear fitted" or fitted with continuous drawgear and stencilled with the letters CD inside a diamond

ALJ, ALY, FJ, FJC, FJM, FJS, FJST, FJT, FRC, VSE, VTH, VTT, VTE, VTS — Loaded to not less than 80 per cent. gross tonnage

VJC, VJD, VJL, VJM, VTJ, VJMG — Loaded and with steel underframes and on which a white double-headed arrow has been painted on the sole-bar

* OA OB OBO OC OCE ODE OFO OFY OL OLE OP OPE OPY OQ OR OS OT OTC OV OVE

67. (a) Carriages with Wooden Bogies not to be Attached to Fast Passenger Trains.—Carriages fitted with wooden bogies must not be attached to any fast passenger train. These carriages are distinguished by the letter "W" six inches square stencilled or painted about the centre of the sole bar.

(b) Ventilated Wagons (ALG, CLC, and CLF).—These must be kept as far as possible for dairy produce, fruit, and other perishable traffic, but may be loaded up country with such traffic as will not taint them, and which is not readily damaged by water, as this class of wagon is not rain proof. Small parcels and packages must not be loaded against louvres owing to the risk of falling through.

(c) Large Box and Goods Wagons (BLC, CJ, CJF, FF, FJS, FJ, HJS, HJ, UHJ, W, MTW).—The BLC wagons carry about 24 tons, the CJ and CJF 21½ tons, FF and FJS 11 tons, FJ 10½ tons, the HJS, HJ and UHJ about 21½ tons, and W and MTW 26 tons. These wagons must be confined as far as possible to such traffic as will admit of their being loaded to the full carrying capacity.

(d) Wagons for Heavy Machinery, Boilers, Etc.—PX, PJ and PJM wagons are available for the conveyance of heavy graders, tractors, engines and other heavy loading. For PJ wagons, conditions of loading and travel are in accordance with Clause 62. The PJ wagon will carry 22 tons. The PJM wagon is fitted with a well in the centre for the conveyance of high loading, length 32 feet and width 8 feet, and will carry 22 tons. These wagons may be obtained on application to the General Manager in each Division.

W and MTW wagons when used for the conveyance of machinery and other heavy equipment can be loaded up to a maximum load of 26 tons provided that if the loading is over 20 tons it must be distributed over a length of 10 feet. at the centre of the wagon. Any narrow loading over 20 tons, i.e., under 4 feet 6 inches in width, must be packed so that the weight is distributed over the width of the wagon. Chains must be used for securing heavy loading.

(e) Drop Centre Wagon PJW 30700 for conveyance of loading of particular shape, dimensions and weight is available on application to the General Manager, Brisbane. (See Clause 62A.)

(f) 96 Ton Drop Centre Wagon Class PWZ 31608 for conveyance of heavy machinery and heavy loading is available on application to the General Manager, Brisbane. (See Clause 63 showing conditions of loading and travel.)

(g) CMR Wagons.—These wagons are fitted with diesel refrigerated units for the conveyance of chilled and frozen meat at low temperatures. These cars are under the control of the Officer in Charge, Diesels, Mayne, for servicing. Applications for use of them may be made to Livestock Agent, Roma Street. (See Clause 63A showing conditions of loading and travel and Clause 13 restrictions in flooded areas.)

(h) CM Wagons should not be used for fruit, cheese, cream, or goods of a like nature. They must not be used for loading hides, sheep-skins, tallow, and goods liable to taint them. CM wagons must not be used as road wagons.

(1) A CMIF with double capacity ice tanks with a "Preco" fan installed, and a box for the acceptance of fish, is fitted for the conveyance of bottled milk between Rockhampton and Clermont.

(2) Two CMIS, each fitted with two compartments, one compartment being for the conveyance of bottled milk, whilst the other compartment which conveys perishables is also fitted with a box for the conveyance of fish for travel between Rockhampton and Blackall.

(3) Two CMIS are fitted for the conveyance of bottled milk between Rockhampton and Winton.

(4) Two CR wagons have been fitted with refrigerated space for conveyance of perishables between Townsville and Winton.

The wagons described in (1), (2), (3) and (4) must be returned to Rockhampton and Townsville respectively by the first train.

There are four (4) CMIF wagons fitted with double capacity ice tanks for traffic from Roma Street to stations in the Northern Division, in addition to CMIS wagons in this traffic.

Col Walsh 2002 Modelling the Railways of Queensland Convention 10

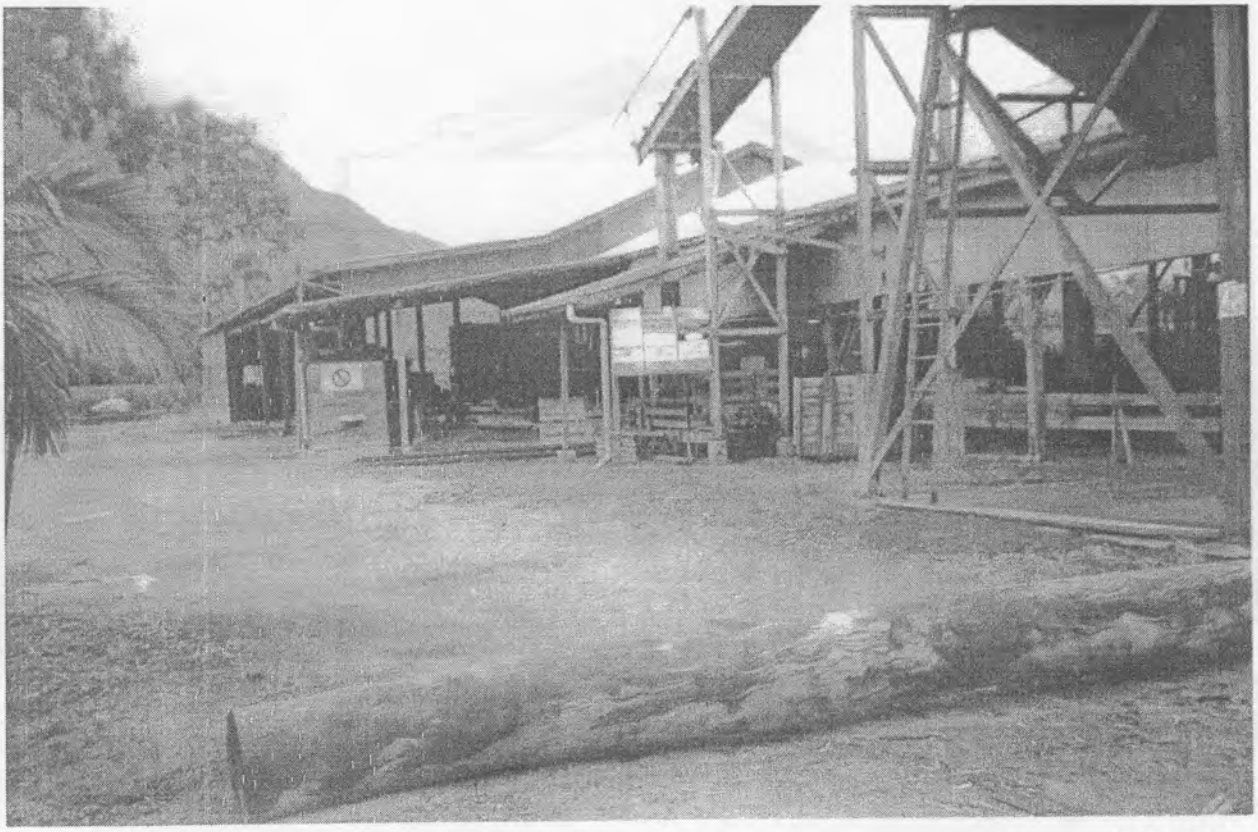
TARZALI CREAM SHED Ted,Ward Photo.

MALANDA GOODS SHED. Ted,Ward Photo.

ATHERTON TABLELAND CO-OPERATIVE DAIRY ASSOCIATION
Malanda butter factory, 1954

Note, sawmill log dump

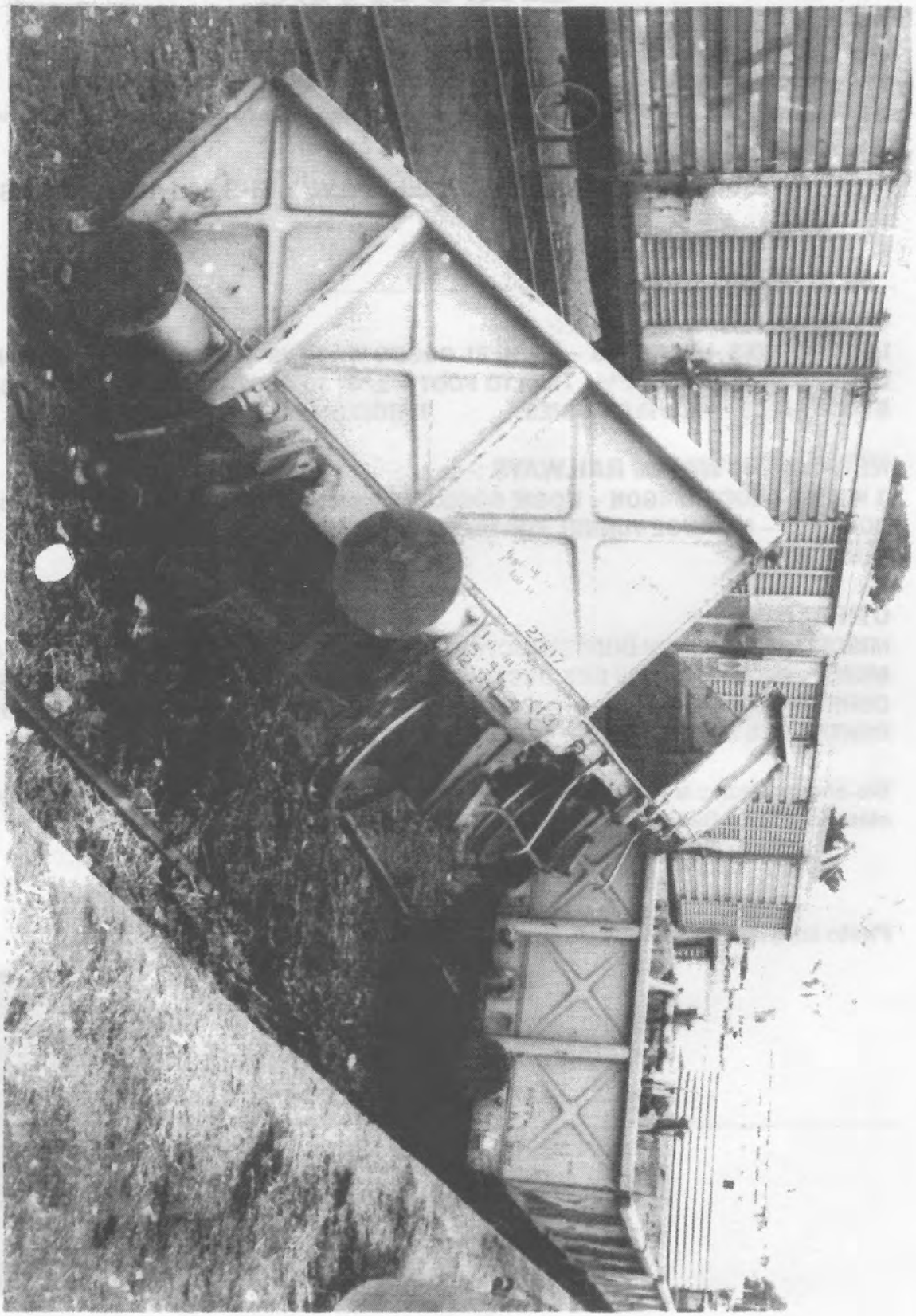
Aerial view of Malanda railway yards 1952



GORDONVALE SAWMILL. Finished timber area. Photo, Col Walsh.

GORDONVALE SAWMILL.Log dump and Breaking down area. Photo, Col Walsh.

QLD RAILWAYS LINESIDE REPAIR FACILITY ??



JUSTIFYING THE USE OF TYPES OF WAGONS ON YOUR LAYOUT.

To justify the use of specific types of wagons,at your lineside industry,you should know something about the operations of that industry.

Some of these operations are self evident, sawmills for instance ,get logs in, and send sawn timber out and only need "S" or similar ,wagons, inwards, and usually open wagons outwards.

Foundries on the other hand, bring iron ore in hoppers,sulphur,magnesium,carbon,and other ingredients, in bags in vans ,or as tarped loads,inopen wagons.While brass foundries,get their copper in the form of large ingots in open wagons,and expensive additives,such as zinc and tin oxides in vans.
The products,depending on size,and value, go out to the customers in vans,open wagons,flats,and heavy load vehicles such as "PWZ"s.

Some Qld sugar cane was brought to the mill on Q,R ,3ft 6in. rail, in "F","FG",or "FJS"wagons fitted with extensions, to increase the height of the ends,and thus allow higher loading.
The sugar would then go to the refineries,and other consumers ,in bags as tarped loads, or in bulk hoppers, while mollasses would go out in specially designated tankers.

Milk/dairy factories raw products came in churns in louvre vans and rail motors,and pine and ply for butter boxes,cheese cloth and paper for wrapping ,came in vans or open wagons.
The dairy products were sent away in refrigerated vans.

As you can see, research is needed to cover the transport requirements for the particular industries served by your railway.

As well as the day to day rail transport needs, there would be the occasional delivery ,of items of equipment used in the manufacturing process, or going out for repairs etc.

Siding
Maternal and Child Welfare
Car No 7

Station
In Roadside Fruit Beer
BLC QLD attached to Midlander
In Milk and Perishables
CMIS-T attached to Mixed & Goods
CR attached to Mixed from Townsville

Passenger Traffic
CL sitter for Mixed
KCS sleeper for Mixed
CLV van for Mixed and Goods

Goods Shed
In loaded
AG, ALG, AJL. ALY
C, CLF, CJFF, BLC

Out mainly empty

Water Tank
Refilled
SJW, FGW from Hughenden
GWW ,WW, FGW, HW from Longreach

Coal Dock
In loaded with coal
F, FJ, FG, H, HJS
Out loaded with ash or empty
Same

VJM, VJ, VR
Blair Athol Coal to
Hughenden and Mt Isa
No empties returning

Cattle trains Longreach to Hughenden
And reverse. Loaded and Empties

Oil Depots
O Tanks
FJS drums

loading Docks
In loaded- variety
Out loaded wool
F FJ FJS FG
H HJS HSA
S WR ; *poles*

Diesel Tank car
C Camp wagons

L IC
LJ K/KA
MG KSA
N/NA KKB
NWB
NB

WINTON
1960

Train Compositions in 1960-66

Trains in this era were changing from Steam to Diesel

The Hughenden trains were PB15 hauled
They changed to 1500/1170 Paw Paws

The Longreach trains were C16/C17/AC16 hauled
They changed to the 1600 class

From Hughenden

Twice Weekly Mixed

IN-PB15, SJW,	Out	Same
loaded O wagons, FJS oil drums,		Empties
IC, K, KKB,		Same
L, LJ, MG, MN, N, NB. NWB		Same
S,F, FJ, FJS, FG, H, HJS, general goods,		empties
C, CLF/CJF, Perishables, CMIST Malanda milk,		empties
L, KCS, roadside wagons, CLV		Same

Goods

PBI5, FGW, O, FJS,	Out	same
various stock wagons,		same
various open loaded		empties
C, CLF, CJF, BBV		empties

Through trains

Coal

C17, FGW would bring a load of VJ, VR, VJM and
At Winton the van and the Engine would change to
PB15 and FGW and a Northern Division Van
I never saw the empties come back and was told they went loaded with ore to Townsville and then empty down the coast to Blair Athol to repeat the cycle. No loads in, empties out problem here

Stock

Similar except the KKB, NB and NWB went through all the way most times. Load and empties went both ways.

Ballast and Poison Trains

Trains came from both directions to do the lines to Winton.
Some times two would be in the yard at once.