

Mixed Trains.

By Don Warn and Arthur Hayes

What's a Mixed Train.

When we look at today's railway, one could be forgiven for thinking a mixed train is a train containing various different wagons, i.e. a coal train with two or three different classes of coal wagons. Or a train conveying a mix of rollingstock, i.e. some cattle wagons, box wagons, fuel bombs and open wagons.

1973 and 1982 Supplement to Working Time Tables refer to a Mixed trains as a train composed of both passenger vehicles and other rollingstock. However when I refer to a Safety Management System Standard effective from January 2001, a Mixed trains is a train consisting of passenger coaches and other rollingstock

The train must be restricted to a maximum speed of 60 Km/h.

Generally, most mixed trains in their era were restricted to 35 MPH or 60 Km/h, this was mainly due to conventional wooden and four wheeled goods wagons (CLF, H, FJS etc) being a part of the train. Possibly, the first 80 Km/h Mixed Train I saw was 30 Up which ran from Townsville to Mt. Isa in 1969. It ran two days a week, Wednesday and Thursday, all other Mixed Trains on the line were 60 Km/h trains.

Mixed trains were a part of Queensland Railways from day one and operated on just about all lines.

Mixed trains started to disappear from late seventies to the mid eighties with the introduction of two-man crewed trains and the removal of the Guards Van from the rear of trains. The improvements to the rural road network and the removal of the common carrier obligations of the Railways also helped with the demise of these trains.

Purpose of a Mixed Train.

Mixed trains for many parts of the rail system were the only service that passengers could travel on, particularly on branch lines. When rail motor services were reduced or taken from lines, goods trains with passenger accommodation served the community. At various locations on trunk routes, mixed trains operated between the Mail trains to provide additional passenger services and/or overnight travel between larger towns and cities.

These trains also conveyed roadside and shunted in route making the journey slow, often the timetable did not mean much.

Types of Mixed Trains.

The type of accommodation to be provided on Mixed trains was recorded in the Working Time Table, this varied from train to train, area to area and the time of the year. School holidays saw additional or altered carriages on mixed trains to increase seats for the additional number of passengers. In many areas of Queensland the railway was the only form public transport.

Local station orders showed the carriages to be used for each train. Generally, carriages were allocated to depots for such workings. From time to time these carriages were conveyed empty on goods trains back to these stations for the next train. Maintenance requirements saw carriages being switched around and conveyed beyond their normal workings.

Below is a list of the various types of accommodation found on the back of Mixed trains.

▪ **Guards Vans with passenger accommodation**

Some trains the Time Table indicated that a Mixed train was to convey seating accommodation. Queensland Railway had various types of Guards Vans providing both first and second class seating.

▪ **Sitting Cars.**

The Time Table stated the type of seating to be provided on Mixed trains, most of these trains carried out roadside work which required Guards Vans with large baggage areas. To provide the required number of seats on the train sitting cars were used and formed part of the train marshalling. Extra cars were used to increase the accommodation provided on trains during school holidays or special occasions.

▪ **Sleeping Cars.**

Many Mixed trains provided overnight travel between larger towns and cities and connections to Passenger Trains. The sleeping cars used provided both 1st and 2nd class sleepers. Trains departed late in the afternoon or early evening after the close of the goods yard and the parcel's office. Porters made up the beds during the day and the Guard assisted during the journey to transform the compartment into sleeping quarters. Generally, Conductors were not used on Mixed trains, except when 2 or more sleeping cars were in use.

▪ **Special Purpose Cars attached to Goods Trains.**

From time to time General Managers and various Government Heads would tour various areas around the state in Special Purpose Cars. These cars were usually attached to trains behind the Guards Van with observation end of the carriage trailing.

Rollingstock used on Mixed Trains.

Before going to far, we think it is important that you have some understanding into Queensland Railway carriage classification coding. Generally the system is easy to follow and understand. Like most things there are some exceptions.

A	First Class	G	Guard compartment
B	Second/Economy Class	V	Guards Van
C	Composite 1 st & 2 nd Class	T	Train crew
S	Sleeping Car	M	Mail
R	Roomette	D	Dining
L	Lavatory fitted, mainly used with seating cars and Guards Vans All sleeping cars were considered as being fitted with toilets so the code was not used.		

Due to the various styles of Sleeping Car, each type was allocated a letter to identify the car. AAS, DAS, FBS, KCS, JCS

This code was in front of the Carriage class.

The white A/C cars all commenced with "M" MAS, MBL, MBS, MDC, MCS.

The stainless steel A/C cars commenced with "L" LAR, LAL, LBL, LDC

Some examples are.

BLV 2 nd Class, Lavatory, Van	AL 1 st Class Lavatory Car
BL 2 nd Class Lavatory Car	CLV Composite Seating with Lavatory Van
KCS Composite Sleeping Car (dog box compartments)	JCS Composite Sleeping Car (corridor)

Some exceptions.

BC Baggage Car. LTC Locomotive Test Car

C on the end of a classification could mean Compressor, Conductor, Car, Club

▪ **BLV Guards Vans**

As a number of Mixed trains required sitting accommodation only. Often Guards Vans with 2nd / Economy class compartments were used, in comparison with other vans very few 2nd / Economy class vans had toilets fitted. The largest number of BLV vans was the Dinky (Coffee Pot) 24' vans.

Running Numbers	Average Tare Tons. Cwt	Compartments		Capacity			Length Over Body Ft. in	Remarks
		1 st	2 nd	Sleeper	1 st	2 nd		
731, 1093-1102 1153-1162, 1186	12 11		2			20	24 00	Small compartment for guard Known as Dinky or Coffee Pot Vans.
44	15 19		1			26	39 2	Large Compartment for Guard.
447	24 6		2			35	50 6	Small compartment for guard

Most 2nd / Economy class vans were not fitted with toilets. The following classes come to mind. BV, BBV GV, BGV (the last two being the Griffith vans)

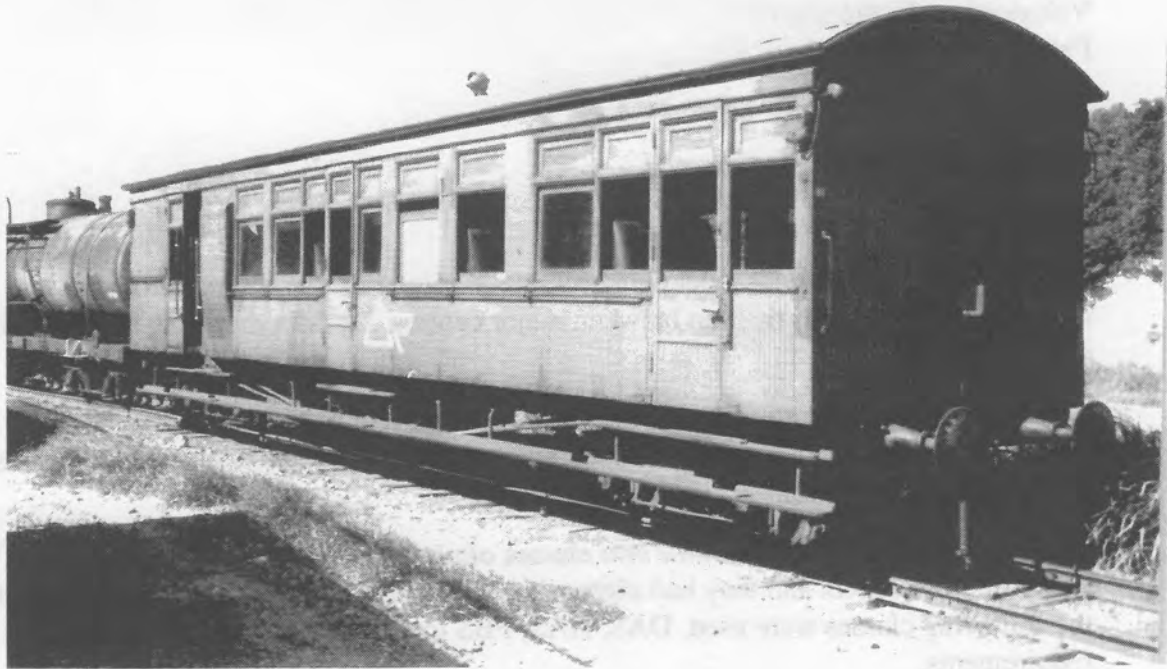


BLV 44 Yeerongpilly. Seats in this van are located along each side under the windows.

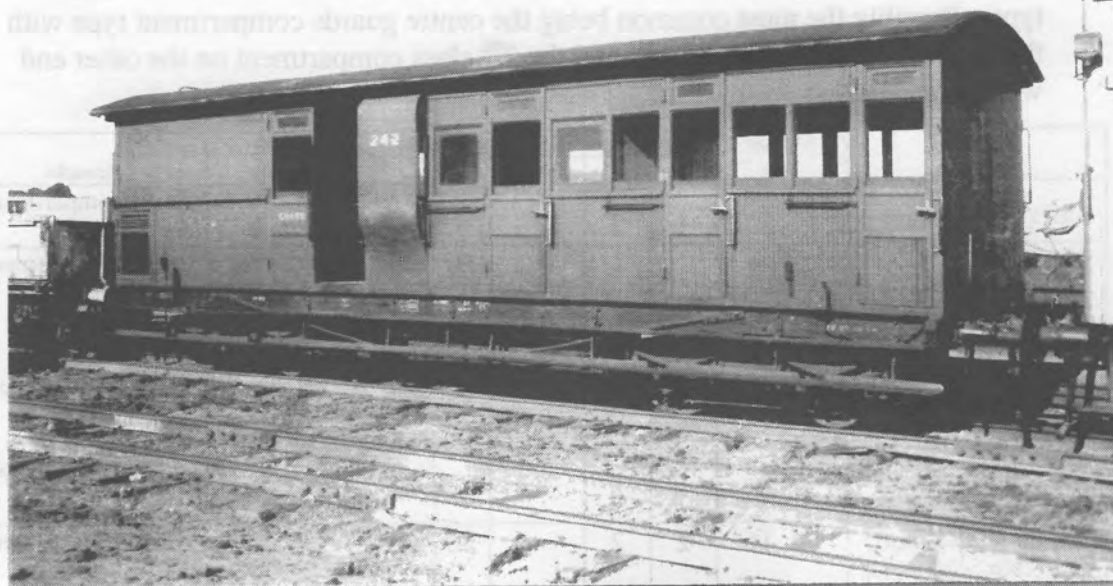
▪ **CLV Guards Vans**

By far the most used vans on Mixed trains was the CLV van providing both 1st and 2nd class sitting accommodation. These vans came in a various sizes and types. Possibly the most common being the centre guards compartment type with the 1st class compartment on one and the 2nd class compartment on the other end with verandah.

Running Numbers	Average Tare Tons. Cwt	Compartments		Capacity			Length Over Body Ft. in	Remarks
		1 st	2 nd	Sleeper	1 st	2 nd		
1393 - 1410	15 17	1	2		9	17	32 6	Small compartment for guard
869, 870, 875, 876, 1061, 1062, 1103	17 5	1	1		16	20	40 0	Small compartment for guard. Some with reversible Boards
49, 167, 464, 478, 480-484, 486	22 10	2	3		16	30	50 0	Large Compartment for Guard. Some vans have reversible 1 st & 2 nd Boards
33, 881, 884-886, 952-956, 968-975 1011, 1013, 1021 1015-1019, 1022	24 16	2	2		20	34	50 6	Small compartment for guard. Some with reversible Boards
475, 508-512, 528 514-516, 529, 582 585, 586	22 12	1	1		9	11	45 0	Small compartment for guard (End verandah)
476, 477	22 1	1	1		18	24	45 0	Small compartment for guard



CLV 1103; A total of 19 forty foot vans were constructed, 7 of this type .
(Note the location of the first class compartment, most are located next to the guards)



Guards Van CV 242. 1st and 2nd class sitting accommodation without toilets. Eight 32' vans of this size were built to carry 8 first class and 156 second class passengers.

Guard's Vans on Mixed trains played various roles with the Guard being responsible for some or all of the following.

- Small Roadside items
- Departmental Correspondence
- Values (parcels and letters)
- Pays
- Station Cash
- Employees Supplies (Rations)
- Mail Bags

▪ Sleeping Cars

Some Mixed trains provided sleeping accommodation, this was mainly provided on over night Goods trains that ran between major centres. Eg. Maryborough to Gayndah and Monto

Generally, composite sleeping carriages were used providing both 1st and 2nd class berths in the one car. JCS and KCS sleeping cars were commonly used on these trains and were based at various depots around the state.

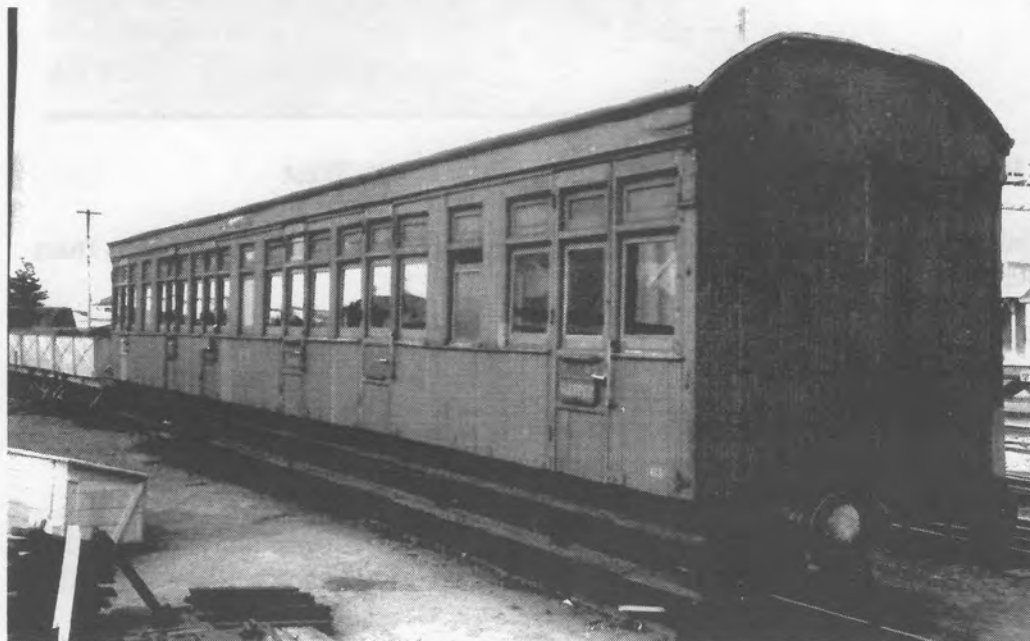
The only common items about the two classes of carriages were they provided both 1st and 2nd class sleepers and they had eight wheels. During busy periods sleeping cars of the following classes were used, DAS, AAS, FBS to supplement accommodation requirements.

▪ **KCS Sleeping Cars.**

Running Numbers	Average Tare	Compartments		Capacity			Length Over Body	Remarks
		1 st	2 nd	Sleeper	1 st	2 nd		
915-919, 940-942	Tons. Cwt 26 19	3	3	24	24	30	Ft. in 50 6	Berths 12 – 1 st 12 – 2 nd
1322-1324	28 15	3	3	24	24	30	52 6	Berths 12 – 1 st 12 – 2 nd
1377-1379	30 1	3	3	24	24	30	52 6	Berths 12 – 1 st 12 – 2 nd

KCS carriages had a dog box configuration with toilets between each compartment. I recall these cars working the Charleville – Roma – Toowoomba trains and various cars at Rockhampton in the early seventies.

These cars also had three different roof profiles, clerestory, filled in clerestory and mansard.



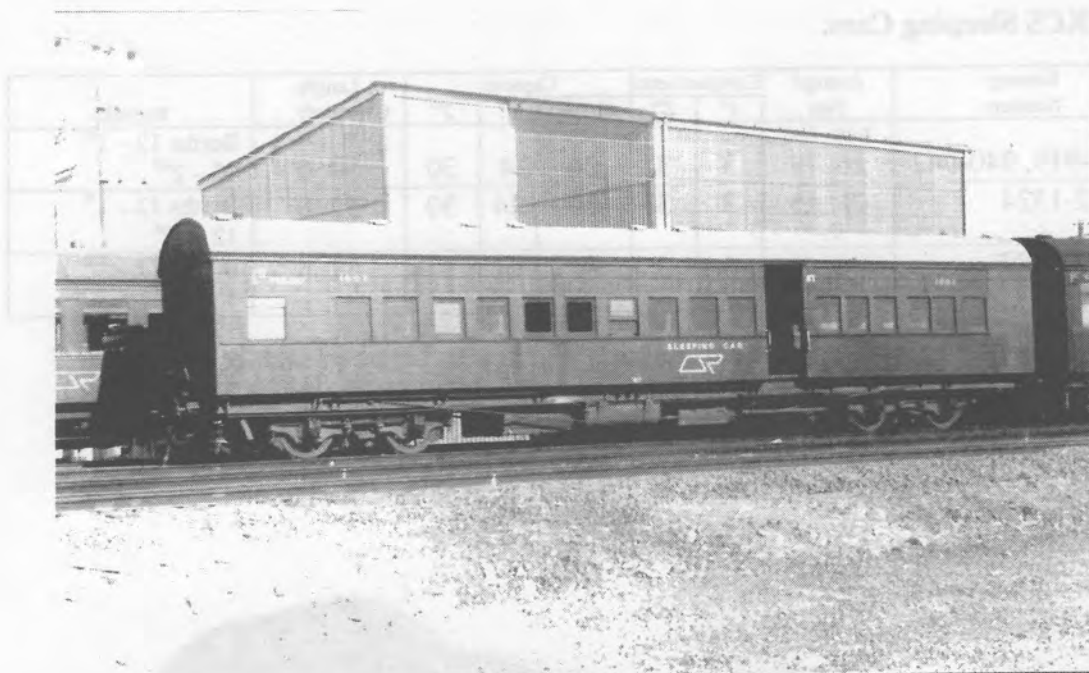
KCS 916 Rockhampton with an unusual roof profile. KCS 915 also had this roof profile.

▪ **JCS Sleeping Cars.**

Running Numbers	Average Tare	Compartments		Capacity			Length Over Body	Remarks
		1 st	2 nd	Sleeper	1 st	2 nd		
1005-1007, 1052-1054, 1175, 1176	Tons. Cwt 28 19	5	2	19	20	12	Ft. in 52 6	Berths 10 – 1 st 9 – 2 nd

JCS carriages were more conventional type coach, centre entrance doors and corridors along the compartments, first class compartments one end along one side with the second class the other end and along the other side, thus making a zigzag corridor through the car. The carriages were also fitted with end doors and inter carriage connection gangways.

These carriages were used on the Rockhampton – Mackay service and the Dirranbandi Mail/Mixed. These carriages could also be used a part of the composition of mail trains.



JCS 1007 resting at Mayne between trips to the South West

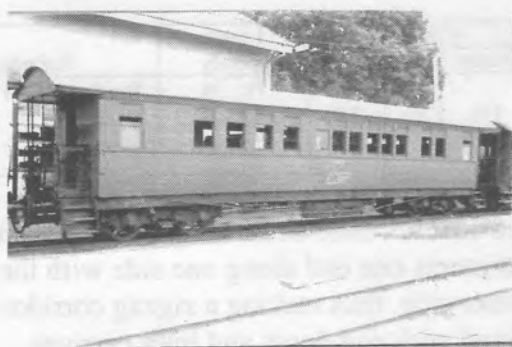
Special groups or tour parties in other carriages were added into mixed trains from time to time. i.e. ARHS tours etc.

▪ **Sitting Cars**

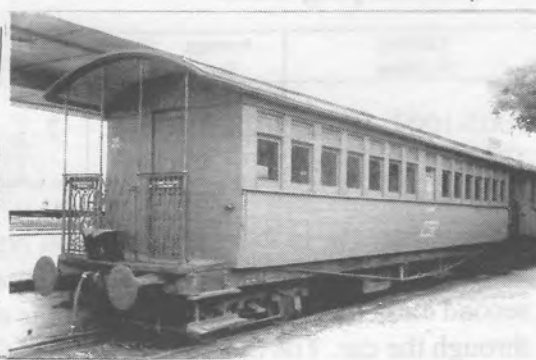
In some cases the Guards Van working the mixed train did not have passenger accommodation. Various reasons come to mind why this did occur.

- Roadside requirements, MV (Mail Van) were required to work train
- No suitable vans available to work train. The van to work the train had flat batteries and was marked for shops. Save weight van (NB, NWB, CB, KKB) may have been the only van available.
- In later years the newer steel vans (TGV,TDV, TGVH) did not have passenger accommodation

When this occurred, a sitting car (AL, BL, CL) would be marshaled in front of the van working the train.



CL 820 Cairns



BL 826 Cairns

End verandah carriages were regularly used on Mixed Trains to assist passengers to join the train with ease at stations with low level platforms.

Seating carriages used on Mixed Trains were similar to the Guards Vans in the previous sections, a mix of both end verandah and conventional type carriages.

Internal, both types of carriages varied from seats across the compartment to around the carriage side under the windows. The location of toilets also altered from the car ends to in between the compartments. Some carriages the seating was in an open saloon, while other are in compartments. Generally, the first class seats were wider and had higher head rests.

Some carriages of different classes look the same externally and carry the same number of passengers. Some are fitted with end inter car gang walkways, other don't.

AL First Class Sitting Cars.

Running Numbers	Average Tare Tons. Cwt	Compartments		Capacity			Length Over Body Ft. in	Remarks
		1 st	2 nd	Sleeper	1 st	2 nd		
535, 537, 538, 540, 593, 595	24 18	5			30		45 0	With reversible 1 st and 2 nd class boards. (End verandah)
366, 438, 444, 496	24 10	6			33		50 6	With reversible 1 st and 2 nd class boards.

BL Second Class Sitting Cars.

Running Numbers	Average Tare Tons. Cwt	Compartments		Capacity			Length Over Body Ft. in	Remarks
		1 st	2 nd	Sleeper	1 st	2 nd		
824 - 827	15 15		2			40	40 0	(End verandah) Center toilets
268, 271, 276	16 10		3			36	40 4	(End verandah)
451, 470, 472, 494	22 8		1			64	45 0	(End verandah)
523, 525, 761 762, 756-758, 766 - 768, 772, 774, 821	21 17		2			42	45 0	Toilets between compartments No inter car gangs (End verandah)

CL Composite Class Sitting Cars.

Running Numbers	Average Tare Tons. Cwt	Compartments		Capacity			Length Over Body Ft. in	Remarks
		1 st	2 nd	Sleeper	1 st	2 nd		
83, 333, 353, 1124 - 1129	25 8	1	1		24	38	50 6	No inter car connection
519 - 522, 568, 569, 572, 574, 575, 579, 749, 750, 752, 820, 822	22 6	1	1		12	18	45 0	End Toilets Inter car gang. (End verandah) BL 186, 755 - 774, 821 same design
526, 571, 576, 745, 746, 754	21 14	1	1		10	22	45 0	No inter car gang (End verandah)
222, 224, 225, 227, 228, 229	16 18	1	1		18	28	40 0	(End verandah)
865, 866, 868, 871 - 874, 943, 957 - 960 1063 - 1068	17 10	1	1		16	40	40 0	With reversible 1 st and 2 nd class boards. No inter car gang
182, 188	13 4	1	1		12	22	30 0	

▪ Road Wagons

Road wagons conveyed various types of goods/freight roadside (less than wagon load) for stations en route. Most box wagon classes would have been used over the years on Mixed trains. The marshalling of Road wagons was provided for in the working Timetable. Insulated wagons conveyed fruit or milk, louvered wagons conveyed general freight.

Road wagons when used were given a destination, i.e. Hughenden Road. This wagon would carry freight for stations between Charters Towers and Hughenden. Some times road wagons would also be loaded with freight for the destination station and detached from the train at that location.

The floor area of the wagons was marked with the various stations in route, with the first stations near the door on the unloading side. Some times the blackboard on the end of the wagons was marked with the station names to assist shed staff.

I recall working on the Mt Isa line in 1969 and working trains 30, 44 and 42. Roadside was taken from the van and four to five wagons along the train. After the train departed one would spend in next 30 minutes collecting various items from piles beside the track where the wagons had stopped.

As a general rule wooden box wagons (CLF, CJF) were used as road wagons on mixed trains, steel box wagons (CLC, BLC,QLX) were in heavy demand on the express freight trains on the coast. Small four wheeled box wagons (AG, ALJ) were used on branch lines and for special traffic like poisons and pesticides.

Some road wagons were stenciled with the names of the stations where they were to be used. The Townsville area had a number of CMIS stenciled Garbutt – Mt Isa Milk Traffic. A number of CR in the Rockhampton area had the words Rockhampton – Emerald Roadside Traffic Only and Milk Traffic Rockhampton – Winton.

Marshalling of Mixed Trains.

▪ Steel Vehicles.

Clause 163 in By-law No 1121 General Appendix to the Book of Rules and to the Working Time Tables for all Division published in 1982 covers the marshalling of wooden coaches conveying passengers.

- (a) Wooden coaches conveying passengers, camp wagons in which employees are travelling, and KKB, NB, NWB type livestock vans in which Train Drivers attending livestock in transit are travelling, shall not be marshalled between steel box wagons. If steel box wagons are conveyed by mixed or goods trains which also convey passengers in wooden coaches and/or employees in camp wagons, the passenger coaches and/or camp wagons shall be marshalled immediately in front of the brake van. Road wagons shall be marshalled immediately in front of the wooden coaches conveying passengers and camp wagons in which employees are travelling, on goods and mixed trains.
- (b) Wooden coach passenger trains shall be worked by wooden brake vans of MV, CLV or other suitable similar class. Wooden baggage cars, if conveyed by such trains, may be marshalled between the brake van and the passenger carriages. Steel box wagons conveying roadside shall be marshalled in front of the passenger carriages.

▪ **Goods/Freight Wagons.**

The front portion of the Mixed Train conveyed general Goods/Freight wagons, to our knowledge there was no restrictions to the type of Goods/Freight vehicles that could be marshaled on trains. In later years with the introduction of the Dangerous Good Code the placement of wagons loaded with dangerous goods was restricted by separation and the amount of dangerous good that could be carried near the rear of the train. Explosives, Flammable Gas / Liquids and Radioactive freight required separation by 24 metres (two bogie wagons), other dangerous goods is to be separated by 12 metres (one bogie wagon).

Examples of Mixed Trains from the Working Timetable

Mt Isa Line.

Northern Division March 1967 Time Table indicated that 3 trains with passenger accommodation ran from Townsville to Mt Isa and 2 from Mt Isa to Townsville.

42 Up Goods Departed Townsville:- Tuesday and Saturday at 09:30 am
Tuesdays conveys KCS and loading for Winton.
Will not shunt between Townsville and Hughenden, except Charters Towers unless specially authorised. Roadside stops as required and shunts as directed between Hughenden and Mt Isa.

Saturdays the train forms 44 Up from Charters Towers and shunts and roadside stops between Charters Towers and Mt Isa.

The trains maximum speed was 60 Km/h.

30 Up Express Freight Dep Townsville:- Wednesdays & Thurs at 11:45 am

The train conveys red circle and red diamond wagons and may be made up to a maximum load of 750 tons. The schedule for this train is based on an average rate of speed with maximum load, and when this train is running late, drivers are expected to reduce the late running as much as possible.

30 Up may shunt at Charters Towers, Hughenden, Richmond, Julia Creek and Cloncurry and will carry out roadside stops Charters Towers to Mt Isa.

30 Up must not run ahead of time table schedule.

Wednesdays conveys 1st & 2nd seating accommodation only
Thursdays conveys 1st & 2nd sleeping & seating accommodation.

The train runs as an express freight service at 80 Km/h, thus the wagons on the service must meet this requirement. That is the wagons would display a red circle or red diamond.

In the Working Time Table, 30 Up was shown as 30 D. In the Northern Division during the sixties trains worked with diesel locomotives were identified by the letter "D" following the train number.

- 44 Up Mixed** Departs Townsville:- Monday, Friday & Sunday at 1:35 pm
No 44 Mixed will stop as required for passengers but will not carry out roadside stops between Townsville and Charters Towers. The schedule provides for a full load and this train will not shunt between Townsville and Hughenden except at Charters Towers unless specially authorised. 44 will shunt as directed between Hughenden and Mt Isa.
Friday conveys KCS and loading for Winton
- 34 Up Inlander** Departs Townsville Tuesday and Saturday at 2:00 pm
- 19 Down** Departs Mt Isa Monday to Friday at 4:10 pm
- 69 Down** Departs Mt Isa Sunday at 8:30 pm
- 31 Down Inlander** Departs Mt Isa Wednesday and Sunday at 7:00 pm.
- 99 Down** Mixed, shunts and does roadside work as required and waters camps Dajarra to Duchess

March 1985

Townsville – Mount Isa

No. 6M30 Wednesday and Thursdays may shunt at Charters Tower, Hughenden, Richmond, Julia Creek and Cloncurry and will carry out roadside stops Charters Towers to Mount Isa. These trains will have economy class seating accommodation provided and will stop as required to pick up and set down passengers enroute. 6M30 must not run ahead of timetable schedule.

No. 6M36 Saturdays Ex Townsville will convey red circle, red diamond, and rail tanks cars for stations beyond Charters Towers and can be made up to a maximum load of 760 tonnes for 95 units. 6M36 Express Freight Saturdays will have economy class seating accommodation attached and is subject to alteration or cancellation.

Winton Branch

No. 7W80 Mixed, shunts and does roadside work as directed by District Superintendent, Hughenden, **7M22** Goods and **3M34** Inlander Tuesdays, Ex Townsville, connects with **7W80** Wednesdays, Ex Hughenden. **3M34** Inlander, Friday, Ex Townsville, connects with **7W80** Saturday, Ex Hughenden. **7W80** will water Camps Olio to Winton on Wednesday.

Winton CMIS ex **7H89** Sunday to come Townsville **7267** ex Hughenden Sundays to return **3M34** Inlander Tuesday for **7W80** ex Hughenden Wednesday.

No. 7M26 Friday conveys Winton Branch loading to connect with **7W80** ex Hughenden Saturday.

No. 7H89 Mixed Sundays, will have first and economy class seating accommodation and will shunt and do roadside work.

No. 7H81 Mixed Thursdays, will have first and economy class seating accommodation and will shunt and do roadside work, **No. 7H81** will connect **No. 7269** ex-Hughenden Thursday.

UP	7M22	7M26	3M34	6M30	7M24	6M36
Stations	Goods Tue only a.m.	Goods Fri only p.m.	The Inlander Tue, Fri p.m.	Express Freight Wed Thur p.m.	Mixed Mon Sun p.m.	Express Freight Sat p.m.
Townsville	10:30	12:00	4:45	12:00	1:35	4:30
Charters Towers	3:40 4:30	5:20 6:20	7:57 8:05	3:40 4:15	6:40 7:40	8:25 9:00
Hughenden	12:14 a.m.	3:14 6:05 a.m.	1:30 1:55 a.m.	10:54 11:30 p.m.	3:14 6:05 a.m.	3:55 5:30 a.m.

UP	7W80	7W80
Stations	Mixed Wed only a.m.	Mixed Sat only p.m.
Hughenden	4:30	7:00
Winton	12:15 p.m.	2:45 p.m.

DOWN	7H81	7H89
Stations	Mixed Thur. only a.m.	Mixed Sun. only a.m.
Winton	1:25	8:30
Hughenden	8:45 a.m.	4:00 p.m.

Down	7269	7267
Stations	Goods Tues to Fri. a.m.	Mixed Sat only p.m.
Hughenden	10:00 11:30	3:46 6:00
Charters Towers	7:37 9:10	1:40 3:15
Townsville	2:58 a.m.	8:18 a.m.

Train 7269 is shown as having passenger accommodation attached between Mount Isa and Townsville, shunts and performs roadside work between Mount Isa and Hughenden.

November 1981

Rockhampton – Emerald Train No 54 A Express

Mondays	Tuesdays	Wednesdays
Blair Athol Mail Van Clermont Milk Wagon Blair Athol Road Wagon BL Blair Athol CLV Longreach	CLV Van Springsure Springsure Road & Milk Blair Athol Mail Van Blair Athol Coach (CL)	Blair Athol Mail Van Clermont Parcel Wagon BL Blair Athol CLV Longreach
Thursday	Fridays	Sundays
CLV Van Springsure Springsure Road & Milk Blair Athol Mail Van Clermont Mail Wagon Blair Athol Road Parcels BL Blair Athol	BGV Van Emerald Emerald Coach (CL)	CLV Van Springsure CLV Van Blair Athol Blair Athol Road BL Blair Athol CLV Longreach

▪ **South West/Western Trains.**

1981 Working Time Table.

Warick / Inglewood / Dirranbandi

180 (Monday & Thursday) 108 (Wednesday) 181 (Tuesday & Friday) will have passenger accommodation attached. And stops as required for passengers, but are liable to alteration or cancellation without notice.

17 Down will run as a Mixed Train Dirranbandi to Inglewood and as a Passenger Train Inglewood to Toowoomba, and will not shunt except as directed by Control.

The 1965 Working Time Table showed that 26 U (Brisbane / Sydney Mail) on Mondays, Wednesday and Fridays from Brisbane would convey two carriages, an "AL" (Car 9) and a "BL" (Car 10) and a double door baggage car loaded for the west. These cars will be transferred to 6 Up the Toowoomba – Roma Mail, the cars would return on 19 Down and 37 down.

The Time Table also indicated that 6 Up from Toowoomba on Mondays will have a comp. van and sleeping car marshalled next to Mail Van (MV) to go through to Roma for 106 UP (Mixed train Roma – Charleville). The sleeping car returns on 567 Down from Charville on Fridays for 19 Down from Roma.

June 1965 Working Time Table

Warwick/Dirranbandi

20 and 32 Passenger Train ran on Mondays and Thursday.

118 Mixed ran on Tuesdays and Fridays connecting with 26 Up from Brisbane.

Dirranbandi/Warwick

Passenger Trains 169 (Mon) and 71 (Thur)

Mixed Train to Toowoomba 233 Friday.

▪ **Coastal Trains.**

A Mixed train between Rockhampton – Mackay – Rockhampton conveyed a JCS sleeping car for passengers travelling between the centres over night. The Sunlander provided a daylight service six days a week.

Mixed trains also ran out of Brisbane to the north, 1973 Timetable indicated that train 245/345 was to be worked with a electric light van and could covey passengers from Brisbane to Gympie and stop as required between Cabooltue and Gympie. Passengers were required to travel on a suburban service to Strathpine and change trains.

439 Down will be worked with a van with passenger accommodation and passengers may travel from Nambour to stations north thereof to Gympie. On Mondays 439 will convey drinking water trucks and delay between Petrie and Landsborough as required to discharge water to gangs and will detach same at Nambour.

▪ **Gayndah-Monto Branch**

Passengers

Sundays---21A Down Brisbane to Mungar thence by 48Up R.M. to Monto.

Mondays, Wednesdays and Fridays—by 101 Down Brisbane to Mungar thence 42 Up Tuesdays, Thursdays and Saturdays to Monto.

Tuesdays and Thursdays—By 101 Down Brisbane to Mungar thence by 42 Up to Mundubbera.

Wednesdays and Fridays—by 21 Down Brisbane to Mungar thence by 56R.M. to Monto.

A JCS Sleeping Car and Baggage Car will be provided on 101 Down on Mondays, Wednesdays and Fridays to Mungar and by 42 Up from Mungar for the Branch to Monto. The Sleeping Car (see composition of 101 Down, page 73.) will be conveyed to Monto and will be returned by 41 Down to Mungar, thence to Roma Street by 422 Up Mondays, Wednesdays and Fridays.

The composition of Passengers and Mail Trains and Instructions states 101 Down Mon. and Wed. will be.

Engine

BLC Monto

BLC Eidsvold

BLC Mundubbera.

BLC Gayndah.

Baggage Car Gayndah- Monto.

Car 14 JCS Berths – Monto (10 First 9 Second)

Car 17 BL 56 Seats Maryborough Booked

CLV Maryborough.

BL 56 Seats Gympie

BL 56 “ “ Gympie

CL 42 “ “ Gympie

Baggage Car Gympie

Mail Van Kingaroy.

Is 101 Down on these days a Mail or a Mixed Train? The above information is from the 1968 North Coast Line Working Time Table

The BLC Wagons, the JCS Sleeping Car and the Baggage Car were detached at Mungar and attached to 42 Up for stations Gayndah to Monto.

After the withdrawal of the Rail Car Service and with the introduction of two man crewing on the line, a TVL van was marshalled behind the engine to provide passenger accommodation.

▪ **Kingaroy Branch.**

The 1968 Time Table indicates this branch was serviced with a sitting accommodation only with connections at Gympie with 101 Down or at Theebine with 21A if seats were available. The return connections meant a considerable wait at Gympie for a train to Brisbane.

The 1973 Time Table showed that from Brisbane, 101 Down on Mondays, Tuesday, Wednesday and Thursdays conveys a CLV and Baggage for the Kingaroy Branch to work K5 and return K4 and 312.

▪ **Brisbane Valley Branch.**

The 1965 Working Time Table indicated that train 369 Down on Mondays, Tuesday, Thursday and Fridays during the school terms was to be worked with a van with accommodation for 48 scholars. On Wednesdays, accommodation must be provided for 60 scholars.

▪ **Passenger Trains forming Mixed Trains.**

In some locations Passenger Train conveyed carriages that were transferred to Mixed Trains to save passengers from changing trains, a couple come to mind. At Roma 6 Up forms 106 to Charleville and vice versa. On the Dirranbandi Line 17 Down ran as a Mixed Train to Inglewood and then formed a Passenger Service.

▪ **Refreshment Room Stations**

Various stations around the state had Refreshment Rooms, trains conveying passengers would be timed to stop at these stations for meals and light refreshment.

When trains ran late, every effort was made to recover the lost time. At station with Refreshment Rooms the stopping time was reduced to 20 minutes for meal and 8 minutes for refreshment.

Operation of Mixed Trains.

Mixed trains operated on the network in a similar manner and with rules that applied to passenger trains.

Book of Rules By-law 1041 dated 1974 provides the following guidance for employees.

Rule 228

(b) When a goods or express passenger trains crosses a stopping passenger or mixed train at a station where there is only one platform, the later train shall be put to the platform.

(c) When two stopping passenger or mixed trains cross at a station where there is only one platform, the first train to arrive shall be admitted to the platform, and the second to arrive shall draw forward on the loop until the brake van has passed, or is at least opposite the van of the train already at the platform.

When, however, the lay-out of the yard is such that this cannot be carried out without risk to passengers detraining (and at refreshment room stations where there is only one platform) the second train to arrive shall, where possible, run through the loop clear of the loop points, when so signalled by the signaller, and shall be brought back to the platform after the first train departs. Where more convenient the train at the platform, if work has been completed, may when possible, be backed clear of the loop points and despatched through the loop after the second train has been brought to a stand at the platform.

At refreshment room station, priority of admission to the platform shall be given to stopping passenger trains, and mixed trains shall not be brought into the loop until the passenger train has been brought to a stand at the platform.

(d) A train shall be not be allowed to pass between a passenger or mixed train on the loop and the platform.

One of the operating difficulties that eventuated with the increase in the length of the goods (mixed) trains to 90 F was the giving of signals to the loco crews especially on curves (which most stations seem to be). Marker posts were used to indicate the various lengths eg 40 F, 50 F, 60 F etc from the station building. These markers helped to stop the train in the most convenient position.

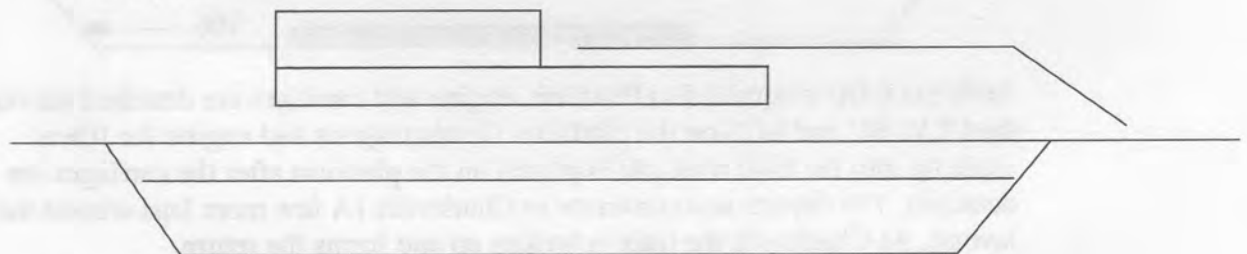
Working Time Tables

The Working Time Tables indicates the trains that will convey passenger accommodation and the type. The Time Table also indicates that these trains are subject to alteration or cancellation at short notice.

Operating Mixed Trains on a Layout with limited Stations.

Most trains that we have talked about in today session can be operated on most layouts with a lot of fun. One station can double up a few times to provide the various locations en route, with the required shunting taking place each stop.

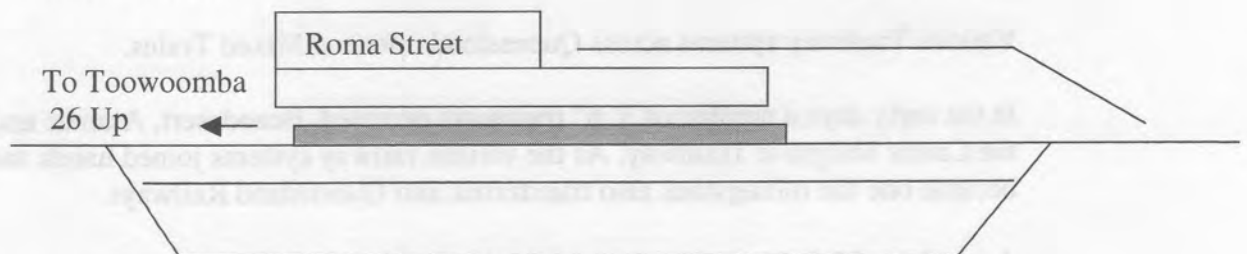
A station yard with a main line platform, a dock platform and a few sidings is all that is required.



A station yard as above could be used as Roma Street, then Toowoomba, then Roma and finish up at Charleville.

Lets look at how this could work

Roma Street:-

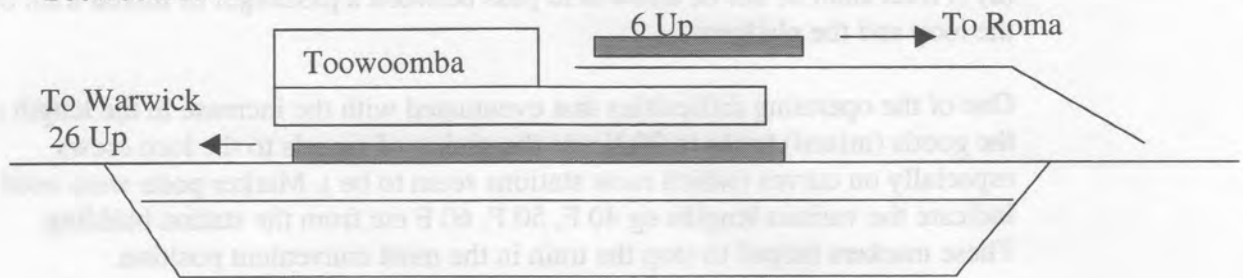


26 Up the Wallangarra Mail is placed at the platform, comes from the Car Shed (Other station on the layout) and is placed on the platform for departure.

The train departs on time and makes a number of runs around the layout (the run to Toowoomba)

As the train makes it way to Toowoomba, the shunt engine places a CLV, BC and KCS into the dock to form 6 Up. During these move 26 Up may be required to run through the loop.

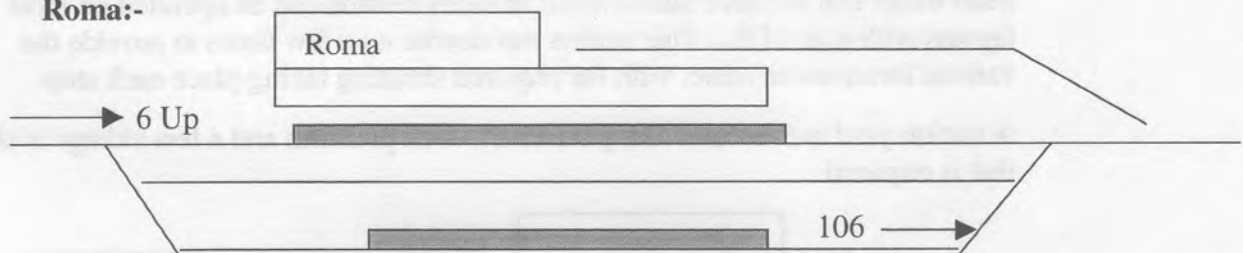
Toowoomba:-



On arrival of 26 Up in Toowoomba, the engine and the leading three cars are detached to the loop, the engine for 6 Up pick up the carriages and place then on the carriages in the dock to form 6 Up to Roma. The fresh engine from loco is attached to 26 Up to work south. The engine off 26 Up returns to loco for the next working, 37 Down back to Brisbane.

26 Up departs and continues around the layout until not required. 6 Up departs and continues around the layout to Roma.

Roma:-



At Roma 6 Up is admitted to Platform, engine and carriages are detached leaving the CLV, BC and KCS on the platform. Goods wagons and engine for 106 is made up into the third road and is placed on the platform after the carriages are detached. 106 departs and continues to Charleville (A few more laps around the layout). At Charleville the train is broken up and forms the return.

Using the other station on the other side of the layout the operating session can continue on to other locations, combined both lines and form the return working.

Tramways

Various Tramway systems across Queensland operated Mixed Trains.

In the early days a number of 3' 6" tramways operated, Beaudesert, Aramac and the Carins Mulgrave Tramway. As the various railway systems joined hands and became one the rollingstock also transferred into Queensland Railways.

A number of 2 foot systems also operated mixed trains. A few that come to mind are Innisfail, Buderim, Mapleton

Over the years many books have been written on these special railway systems.

Present:

If I were to look in the Working Timetable to day for a Mixed Train, I would not find any. All trains conveying passengers on the network are shown as passenger trains.

However, if I stood by the track and watched the "Westlander" and or the "Inlander" run past the question would be asked, is that a Passenger Train or a Mixed Train. The composition of the train has more freight wagons than passenger cars.

When you look at the two trains, both have different compositions that have changed over the years. The Inlander has all ways had a lot of freight wagons on the front. The Westlander was the last of the air conditioned trains to convey freight wagons and over the years the freight wagons have varied in the marshalling on the train. At one time the passenger consists was the leading part of the train with the freight wagons on the rear. This allowed wagons to be cut off the train without shunting, I not sure if passenger comfort was the best in those days.

A few years ago both trains have the freight wagons on the lead, both trains do much the same type of work and the passenger consist is much the same. On both trains passenger numbers have declined and very few people get excited about the service.

Where is one noticeable difference when you look at the freight wagons on these trains. The Inlander has moved ahead in times with containers forming the freight consist with box wagons still on the Westlander.

What do you think, are they Passenger Trains or Mixed Trains?.

The answer is that both these trains are Passenger Trains. Forget about the passengers consist and the employees working the train, there is one big difference. That is, the freight wagons on these trains must meet passenger train requirements to be on the train, where as Mixed Trains the passenger vehicles were add on's to the train and the train traveled at the speed of the freight wagons.

References and Further Reading

The readers of this article who may want to explore options for they modelling projects may find the following books of assistance.

Railways of Queensland an album of ... Volumes one to six.

These volumes provide arrange of photographs of Mixed Trains and rollingstock that could be used on Mixed Trains.

Volume	One	BGV 659, BV 152, CLV 734, KCS 941
;	Two	CV 283, BLV 215.
;	Three	BXV 459, BLV 1158. BBV 1598, GV 51, BLV 162
;	Four	BLV 536, BV 148, BGV/ GV 668 (Griffith Van)
;	Five	BL 825
;	Six	

Various Queensland Railways Working Time Table, Supplement to Working Time Tables, Book of Rules, General Appendix to the Book of Rules, Safety Management System.

Acknowledgements;

During research into this article the presenters would like acknowledge the assistance of the following modellers.

Stan Moore
Peter Kennedy
John Newell

Model Railways can be a lot of fun. Trust you enjoyed the session.



43 P the daily Goods (Maryborough – Urangan) will have passenger accommodation attached, connect at Maryborough with 21 A for passengers and roadside, convey branch shunts, livestock, road wagons off 101 and 463. (1973 Working Time Table)

The crew of 43 P are partaking of a meal after shunting Urangan before turning for the return trip on 44 P

Notes;
