

AC 16 \*221A has been a popular choice of motive power for many steam tours since its restoration and return to mainline running on 12<sup>th</sup> May 2003. On 12<sup>th</sup> June 2004 it pauses at Spring Bluff leading a Wandoan bound excursion. Photo: Kerrie Hayes

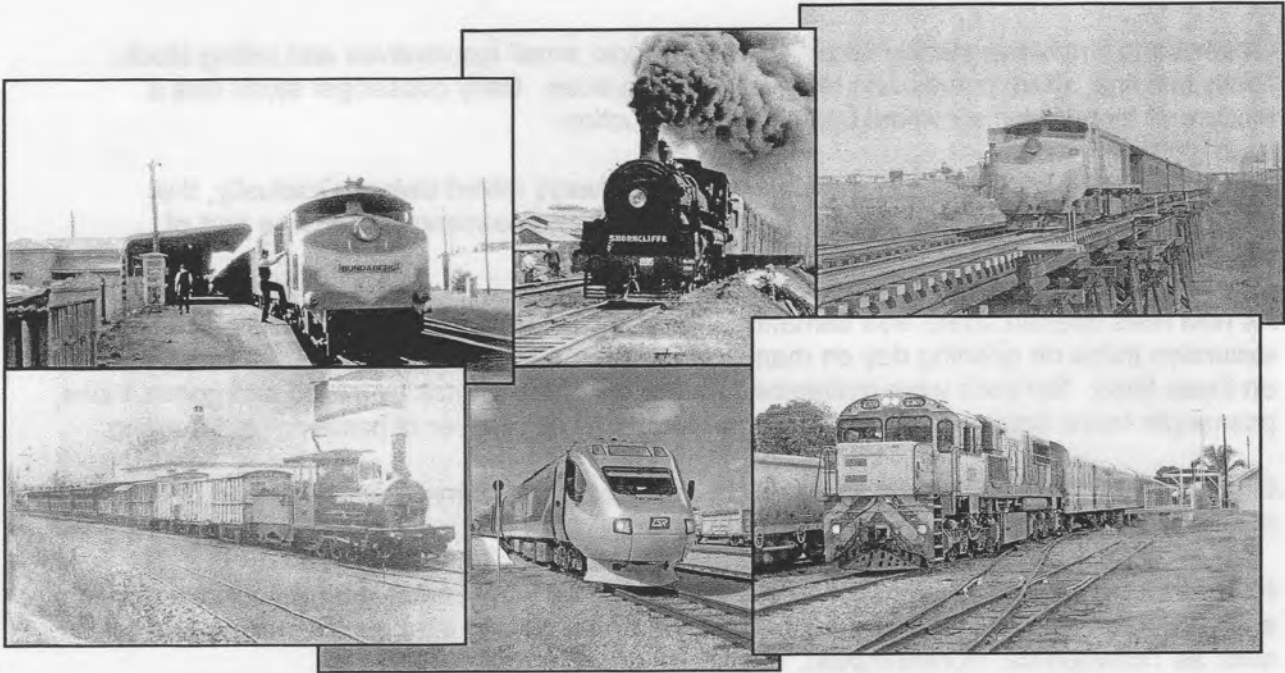


About a year earlier, on 24<sup>th</sup> May 2003, it is seen crossing the Dickabram road/rail bridge, on the Kingaroy branch, heading towards Goomeri. Photo: Kerrie Hayes

# Queensland Railways Passenger Trains

A Modeller's Perspective

John Newell and Stan Moore



## Purpose

This paper does not attempt to provide a detailed examination of passenger train operation on the Queensland Railways. To do so would require very much greater time than this occasion permits.

Rather, this paper seeks to give insight to a range of passenger train operations across Queensland, over time. It does not attempt to "lock in" the broad range of passenger trains to particular dates of introduction, cessation of service, particular consists and so on.

Using photographs and diagrams, it gives the reader a chance to look at passenger trains from a modeller's perspective rather than an historian's perspective, providing the modeller opportunities to reconstruct passenger train consists and replicate some of their operational characteristics.

## What is a passenger train?

Obviously a passenger train carries passengers. Queensland Railways used a variety of timetable descriptions for its trains that had a passenger component –

Pass	(passenger train)
Mail	(mail train)
Mixed	(mixed train)
†Goods	(The † symbol in the timetable was used to indicate goods train with passenger accommodation attached)

Motor Pass (used until 1967 to describe both rail motors and rail cars)  
 Rail Car (introduced from 1967, reflecting the use of 1800, 1900 and 2000 class units)

Our concentration is on those trains described as passenger, mail and those mixed trains that had more than one carriage with passenger accommodation attached.

## QR Passenger trains over the years

Queensland's railways started small – narrow gauge, small locomotives and rolling stock, lightly laid line, sharp curves and relatively steep grades. Early passenger stock was a mixture of four wheel, six wheel and bogie construction.

Trains operating in the first ten years were almost always mixed trains. Gradually, the passenger train evolved and the separation of goods and passengers became part of everyday operations.

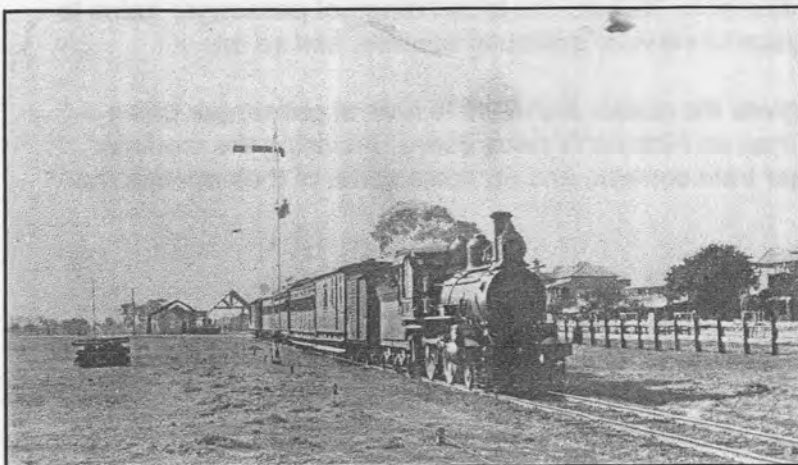
As new lines opened, there was demand for passenger services. In reality, the official and excursion trains on opening day on many branch lines were the only passenger trains to run on those lines. Services were maintained for the life of the branch by mixed and goods trains, passenger trains being too costly to operate for the small number of passengers travelling.

On some branches – and main lines – a cheaper passenger service was provided by rail motors from the 1920's onwards.

Nevertheless, passenger trains increased in number, as main lines extended north and west and suburban services were established, first in Brisbane and later in other towns and cities such as Toowoomba, Rockhampton, Townsville and Cairns.

Locomotive development tested the track and bridges. In fact the cautious attitude of the civil engineers effectively prevented steam locomotives in Queensland from reaching optimum size and performance.

Early passenger carriages were short, narrow and not very high. However, while retaining the short length as a legacy of the sharp curves, rolling stock engineers did optimise height and width, to the extent that they are not much less than standard and broad gauge carriages in other states.



(Source: QR)

Apart from the air conditioned long distance trains introduced in 1953, the stainless steel suburban carriages, the electric passenger units and the tilt trains, Queensland passenger trains were anything but uniform in their consists.

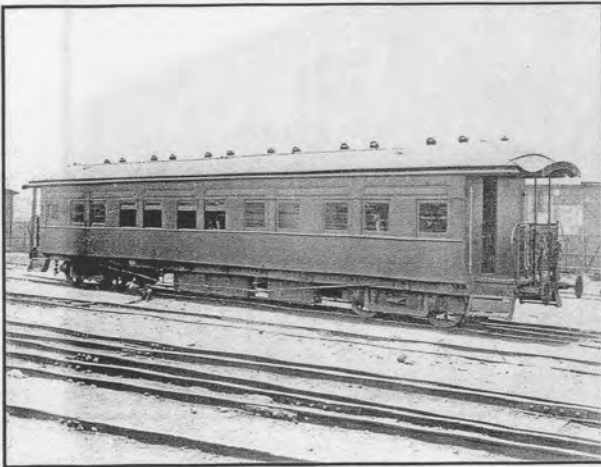
The Longreach Mail leaving Barcaldine on its journey west.  
 Note the variety of rolling stock.



Even where carriage sets were designed to provide for uniformity – such as the Sydney Mail carriages and the Sunshine Express carriages – it was common to see other carriage designs appearing in the sets.

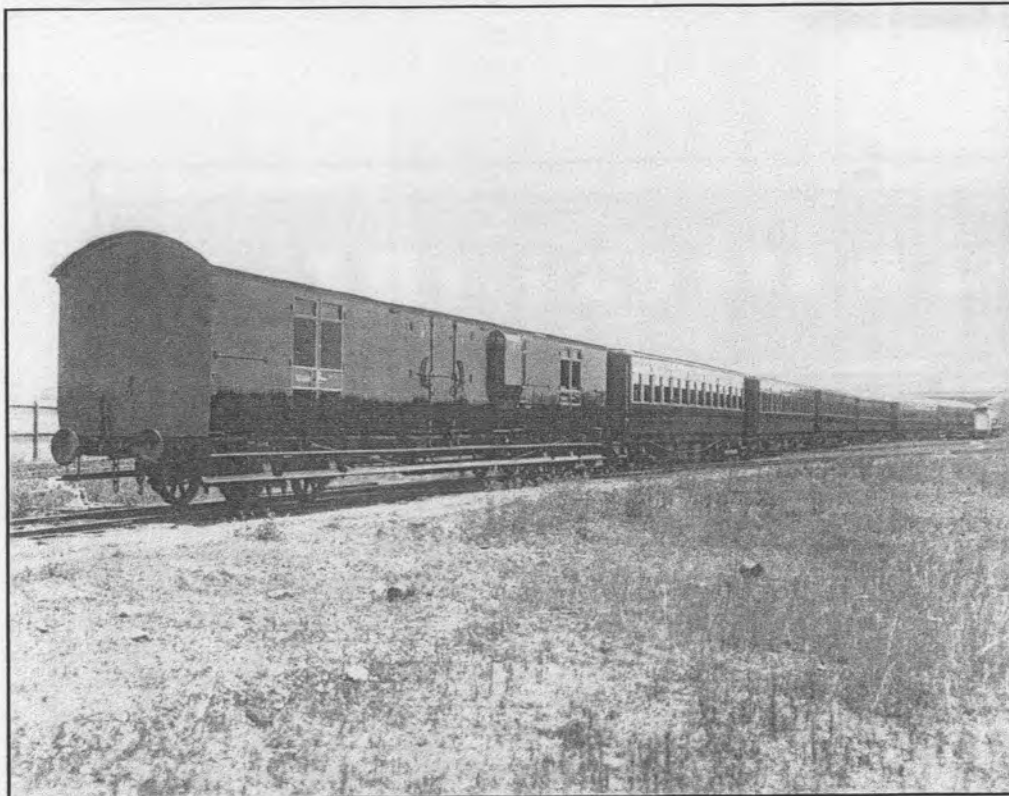
One feature that did stand out was that trains on the western lines from Townsville, Rockhampton and Toowoomba tended to use carriages with end verandas, while trains on the North Coast line tended more to carriages with enclosed ends.

On the line to Wallangarra, the Sydney Mail had end veranda carriages built for it in 1909, only to be replaced by enclosed carriages in 1917. By the end of World War 2, end veranda carriages were once again the main stock on this line. It was only in the latter years of this train that a return to enclosed carriages – usually Sunshine Express cars – was made as end veranda carriages were withdrawn from service.



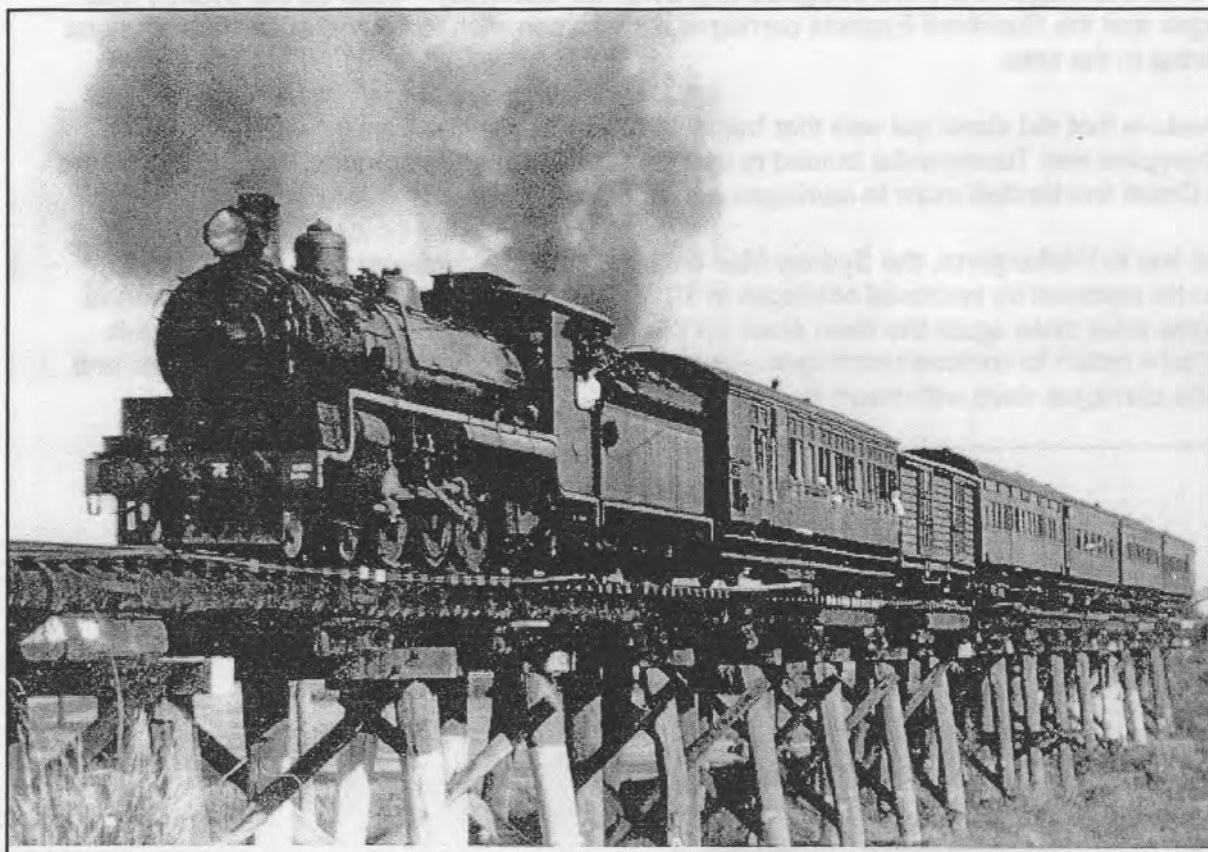
An end veranda car, one of a set of cars built for the Sydney Mail in 1909

(Source: QR)

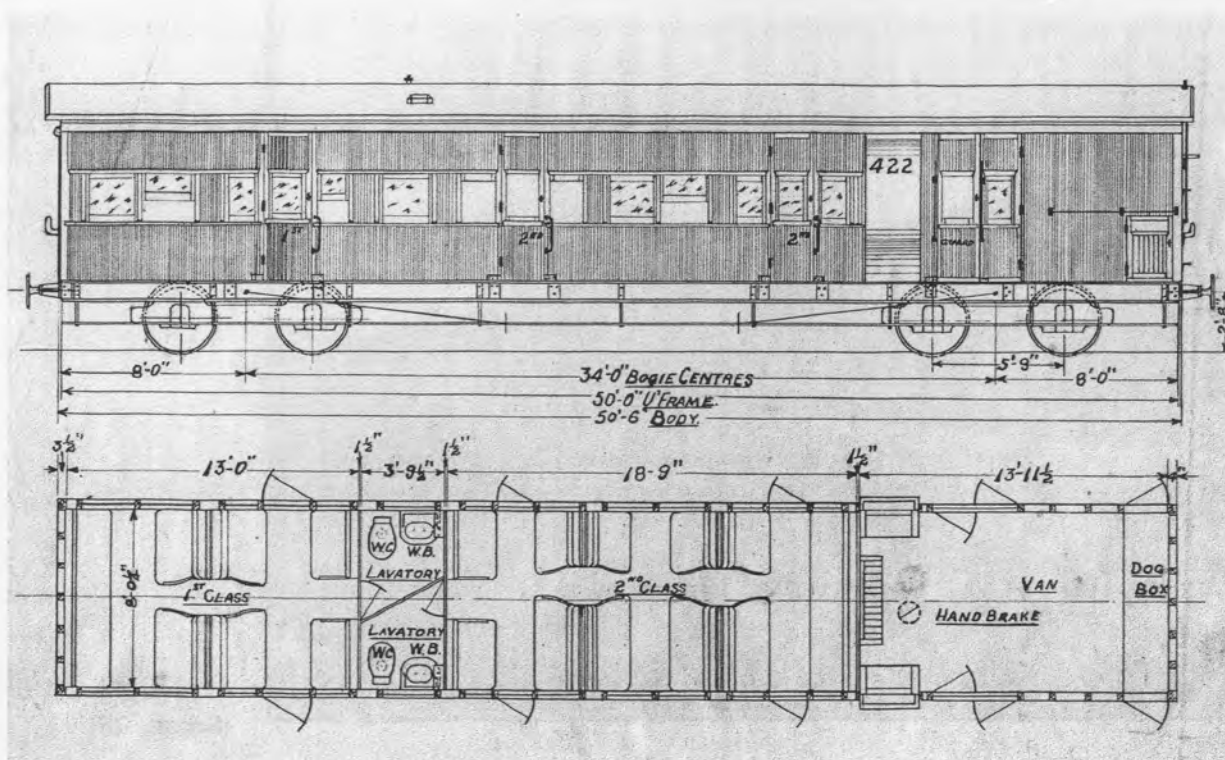


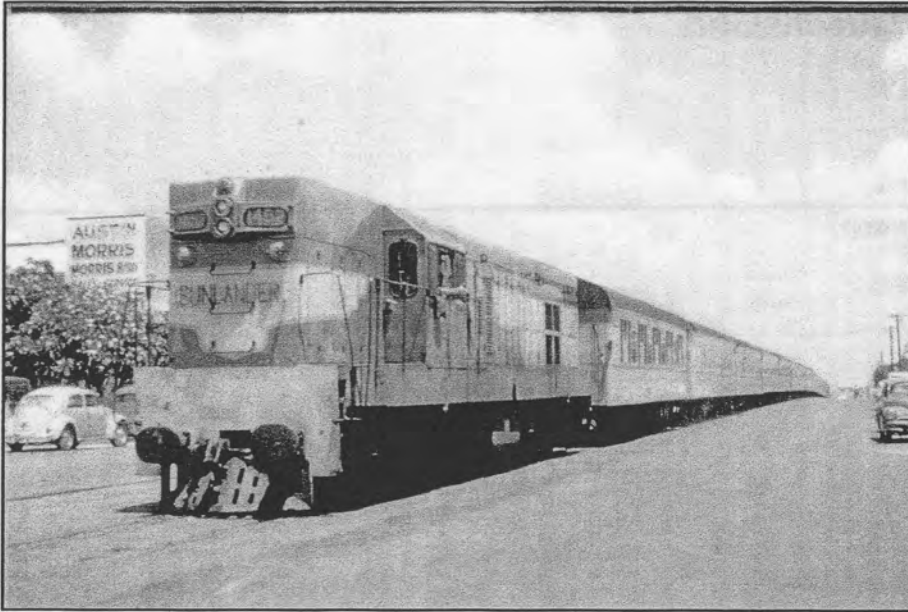
A Sydney Mail set – all end veranda cars

(Source: QR)



The Brisbane bound passenger has just departed Bundaberg in 1963 on its ten hour trip south. A van at each end assists at Maryborough, where the train has to reverse, with a fresh locomotive at the other end. The vans are composite carriages, the rear van being similar to the one shown in the diagram below.

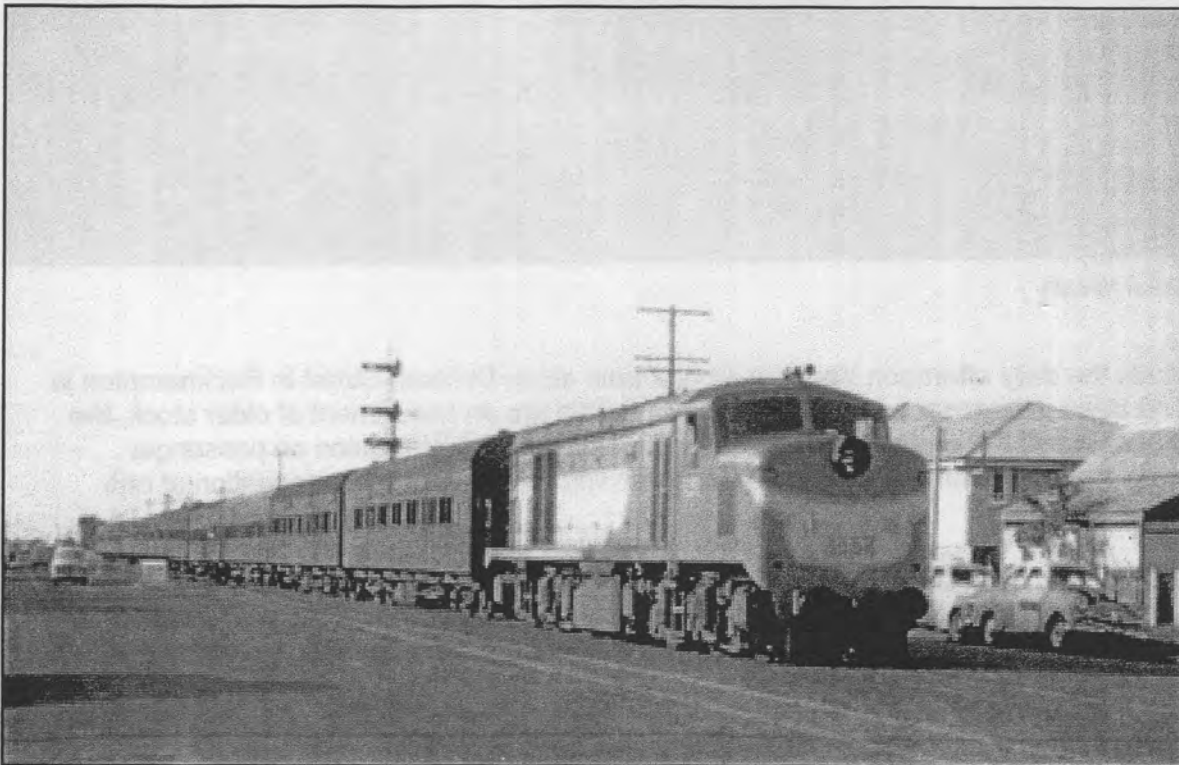




A northbound Sunlander moves slowly along Denison Street, Rockhampton in December 1963. The air conditioned trains maintained a uniform appearance for many years, until the construction of the stainless steel cars which had a different body profile.

(Source: John Newell)

The use of ex-QLX freight wagons as baggage cars and the construction recently of new, larger power cars has also changed the uniformity.



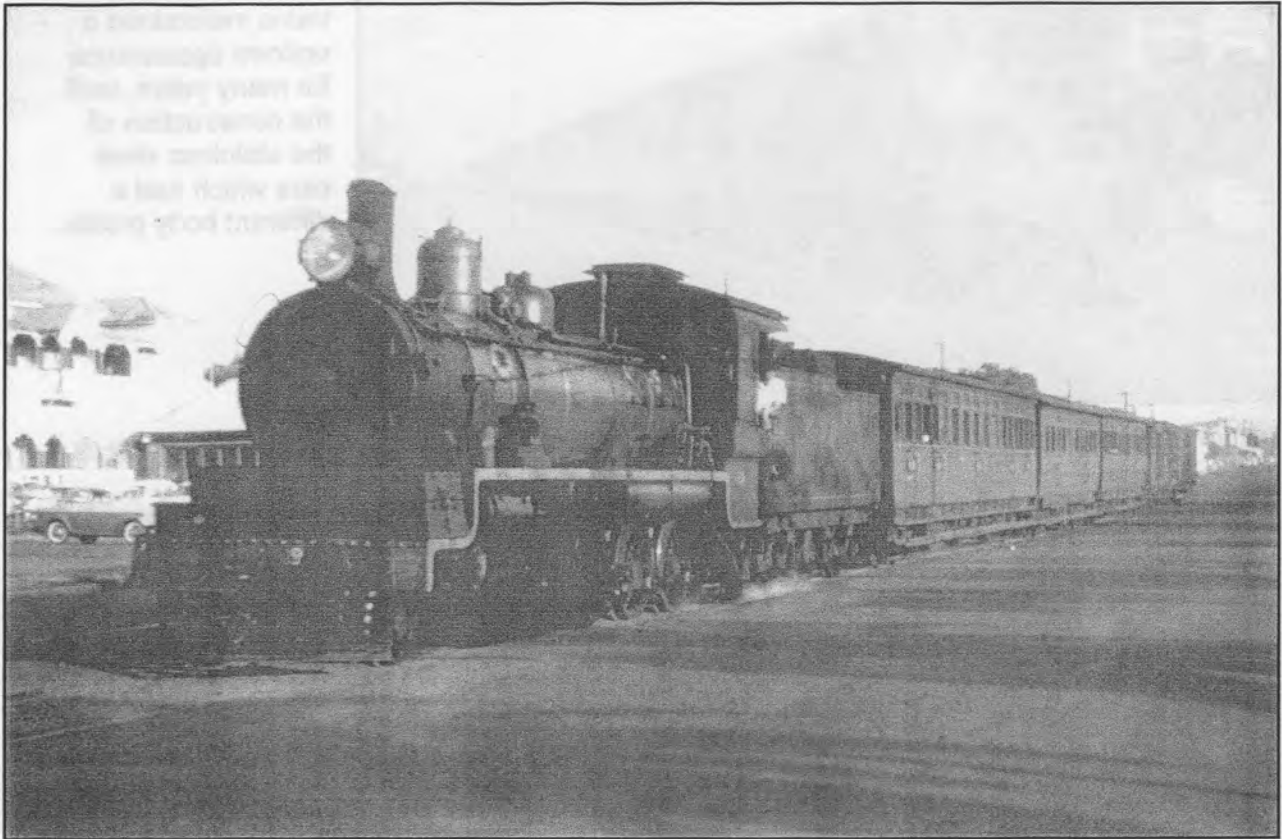
(Source: John Newell)

A non-air conditioned Sunlander heads south into Rockhampton. When second divisions of the Sunlander ran, every effort was made to utilise Sunshine Express carriages. In this instance, the third and fourth carriages are not Sunshine Express cars, but are similar in body outline.



## Operation in Central Queensland

### Yeppoon/Emu Park



(Source: John Newell)

A C17 leads the daily afternoon Yeppoon bound train along Denison Street in Rockhampton in 1963. The three passenger cars at the front of the train are an assortment of older stock, the fourth vehicle is a CJFP timber louvred goods wagon suitable for inclusion on passenger trains, while the brake van is a standard goods van with passenger accommodation at one end.

On its journey along the street, the train stopped as required to pick up and set down passengers at the William Street intersection – a “d” stop - and pulled off the road into Archer Park station, a timetabled stop. The trip along the street from Rockhampton to Archer Park took nine minutes to cover 1.4 kilometres.

After leaving Archer Park, the train returned to street running for a short distance before it regained its own right of way leading to the bridge over the Fitzroy River.

Emu Park trains were similar in consist. C17 class locomotives were used on most occasions in the late 1950's and 1960's.

The station at Emu Park was of interesting architecture for its location, at the end of a short branch line that saw only two or three trains a day.



Like Yeppoon, Emu Park was a seaside resort for families from Rockhampton and places west to Emerald, Barcaldine and Longreach.

Daily commuter trains operated from Yeppoon and Emu Park to Rockhampton in the morning, returning in the afternoon.

(Source: John Newell)

Other passenger services, not necessarily on a daily basis, were provided by rail motors.

The Emu Park train ran express from Sleipner – junction with the Yeppoon branch – to North Rockhampton on both inward and outward journeys, while the Yeppoon train stopped as required between those places. To accommodate passengers from and to Emu Park who travelled to and from stations between Sleipner and North Rockhampton, the trains were timetabled to meet at Sleipner to exchange passengers.

In the morning, the Emu Park train departed Sleipner first, followed thirteen minutes later by the Yeppoon train. Because the Yeppoon train was scheduled to stop as required to North Rockhampton, its arrival in Rockhampton.

Afternoon trains were also scheduled to meet at Sleipner, with the Yeppoon train leaving Rockhampton first and the Emu Park train following twenty-five minutes later. Because of the single track operation, passengers on the Yeppoon train in the morning and the Emu Park train in the afternoon had about eighteen minutes wait at Sleipner.

On Saturdays, the morning trains to Rockhampton ran to the same timetable as the week day trains. However, the return trips departed Rockhampton not long after lunch, as businesses closed at around 11.30am on Saturdays.

Sunday was seaside day, with two trains departing Rockhampton at around 9.00am, arriving back in Rockhampton at around 7.30pm. On Sundays, there was no provision for the trains to meet at Sleipner.

On Sundays:

- the departure times from and arrival times back at Rockhampton were swapped on alternate Sundays. For example, on the first Sunday, the Emu Park train left at 9.00am and the Yeppoon train left at 9.15am. On the next Sunday, the Yeppoon train left at 9.00am and the Emu Park train left at 9.15am.;
- during the winter season, the return trains departed Yeppoon and Emu Park one hour earlier than timetabled, and
- the trains were considerably longer than on week days and they generally had no non-passenger vehicles in the consist.





There is a guard's van at each end and an assortment of seven intermediate carriages on the train. The carriages range from early 1900's vintage – the carriage behind the front guard's van – to reasonably modern – car 6, the widest and highest vehicle on the train.

— QUEENSLAND RAILWAYS —

FIRST CLASS LAVATORY CARRIAGE

SECOND CLASS LAVATORY CARRIAGE

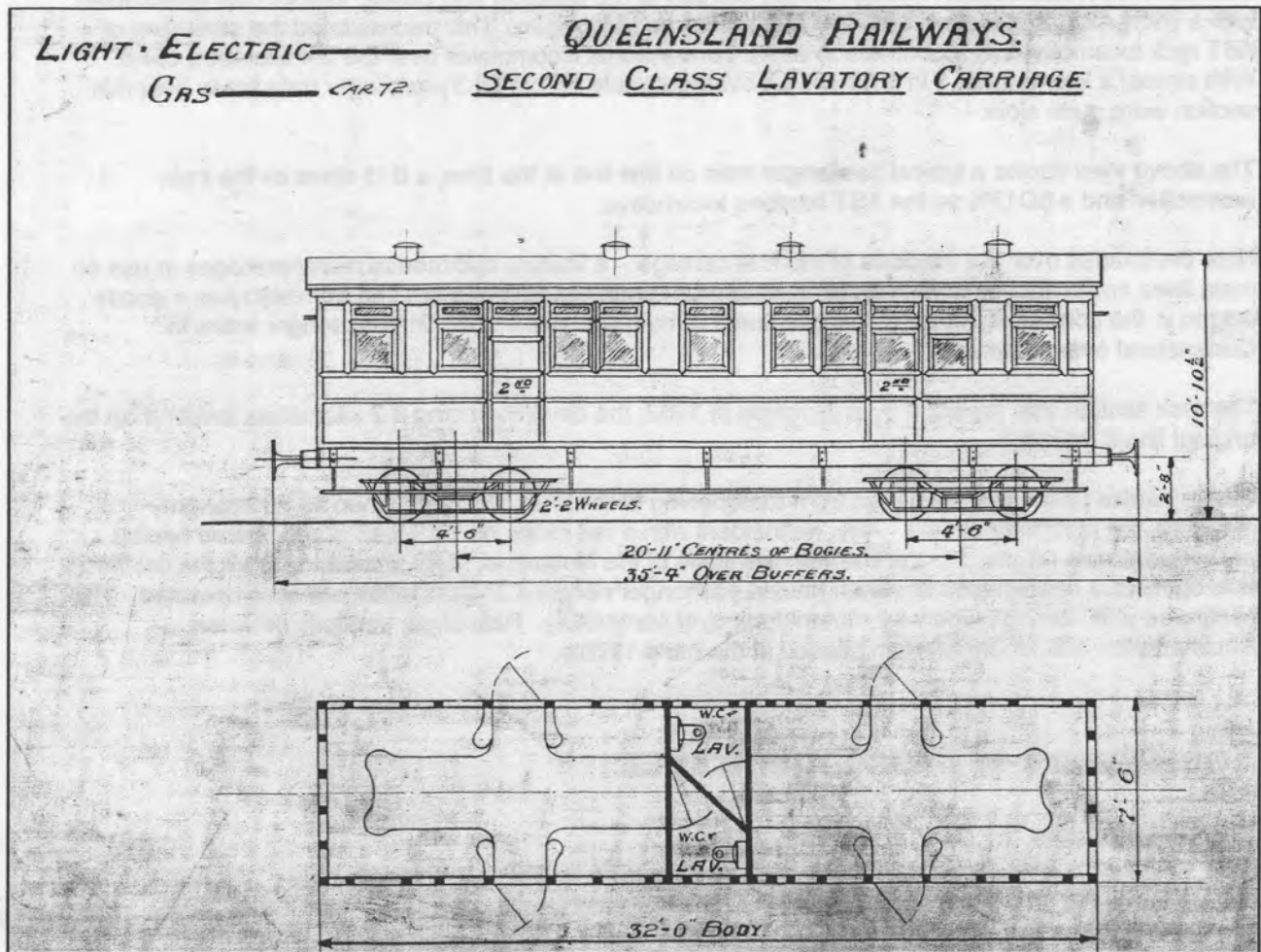
LIGHT:—GAS—ELECTRIC

Side View Dimensions:

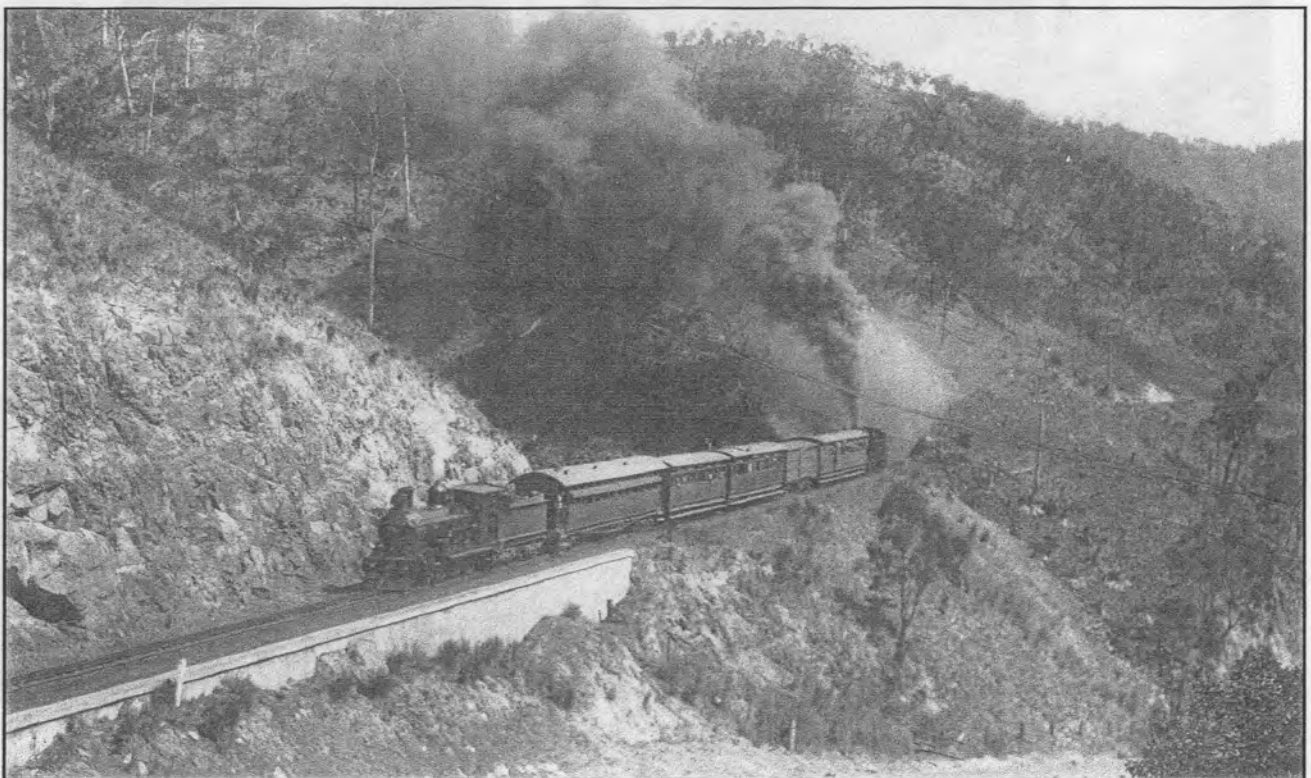
- Overall Length: 34'-0" CENTRES OF BOGIES
- Over Headstocks: 45'-0"
- Over Buffers: 48'-5"
- Wheelbase: 2'-2" (DIA. WHEELS)
- Clearance under bogies: 4'-6"
- Clearance over buffers: 4'-6"
- Height: 10'-9"

End View Dimensions:

- Overall Width: 7'-6" (BEAR)
- Clearance over body: 45'-1"
- Clearance over lavatory: 3'-11 1/2"
- Internal Layout: LAV., W.C., LAV., W.C.



## Mt Morgan



The line from Rockhampton through Mount Morgan to the Dawson and Callide valleys was constructed with a short ABT rack system between Moonmerra and Moongan. This necessitated the stationing of ABT rack locomotives at Moonmerra to assist conventional locomotives over the 2.4 kilometre climb. With almost a kilometre of 1 in 16½ and an average grade of 1 in 20.3 passenger train times over this section were quite slow.

The above view shows a typical passenger train on this line at the time, a B15 class as the train locomotive and a 6D13½ as the ABT banking locomotive.

Note the shades over the windows of the first carriage – a feature common to many carriages in use on main lines and branches in the central and northern parts of Queensland. The train also has a goods wagon in the consist, again a common feature on main line and branch line passenger trains in Queensland over the years.

The rack section was replaced by a deviation in 1952, the deviation being 3.2 kilometres longer than the original line it replaced.

Steam hauled passenger trains ran from the opening of the line until 1946, when as an economy measure, rail motors took over. After an incident with a rail motor on the steep grade, steam hauled passenger trains returned to the line with the issue of the November 1948 timetable. After the deviation was opened, a combination of steam hauled passenger services and rail motor services operated. This continued until 1962/63 when rail motors took over completely. Passenger services between Rockhampton and Mount Morgan ceased in the early 1970's.

## Some types of passenger trains

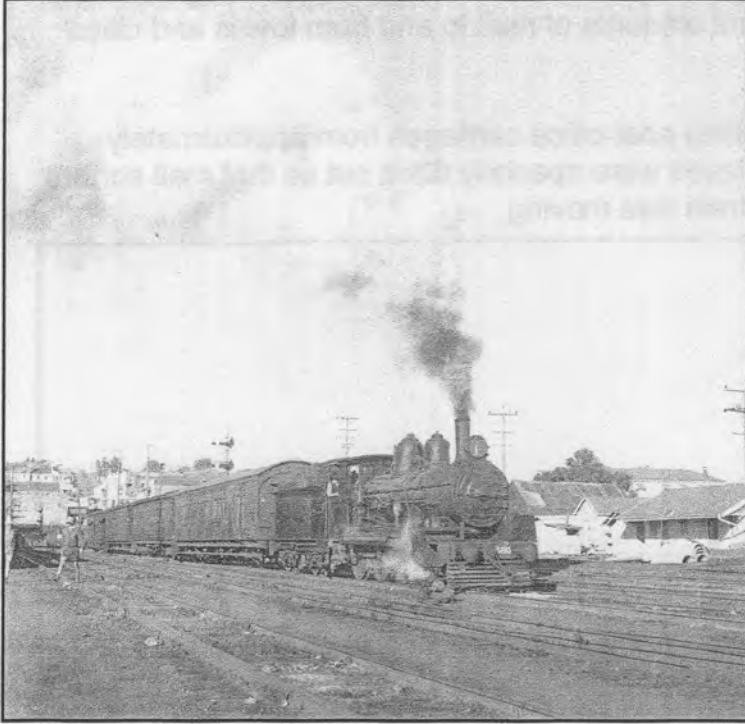
### Workers' trains



(Source: Stan Moore)



Queensland Railways most notable workers' train was the service to and from the Ipswich Railway Workshops at North Ipswich. The train was for a number of years actually three trains – a wooden Evans suburban seven car set that commenced its journey in Brisbane, added three carriages at Bundamba, then joined at Ipswich with a train that had come from Rosewood.



The photograph above shows this train, now with fourteen vehicles, crossing from the main line to the south yard then across the Bremer River to the workshops. The train engine is C16 No. 659\*, which brought the Rosewood portion to Ipswich. After the workers have disembarked, the train would be placed in the loop siding there and remain until knock off time, when it would return the workers to their stations.

*\*Another photograph of No. 659, in a somewhat different role, can be found inside the back cover.*

(Source: QR)

The locomotive that came from Brisbane has been detached from the other end. It will follow the train, taking the points to the turntable, and after turning, will depart for Brisbane on another suburban train.

About an hour later, a locomotive would take the Rosewood portion from the train at the workshops and push the carriages to the south yard where it picked up office staff to take them to work.

This train was known as "The Clerical".

As the photographs show, apart from the Evans set, the vehicles used were an assortment of older carriages. Usually the same vehicles were used daily, but changes occurred as carriages required maintenance, so that over time, the sets would change completely.

A workers' train also operated in Toowoomba, conveying workers from Toowoomba station to the workshops at Willowburn, a distance of just over 3km.

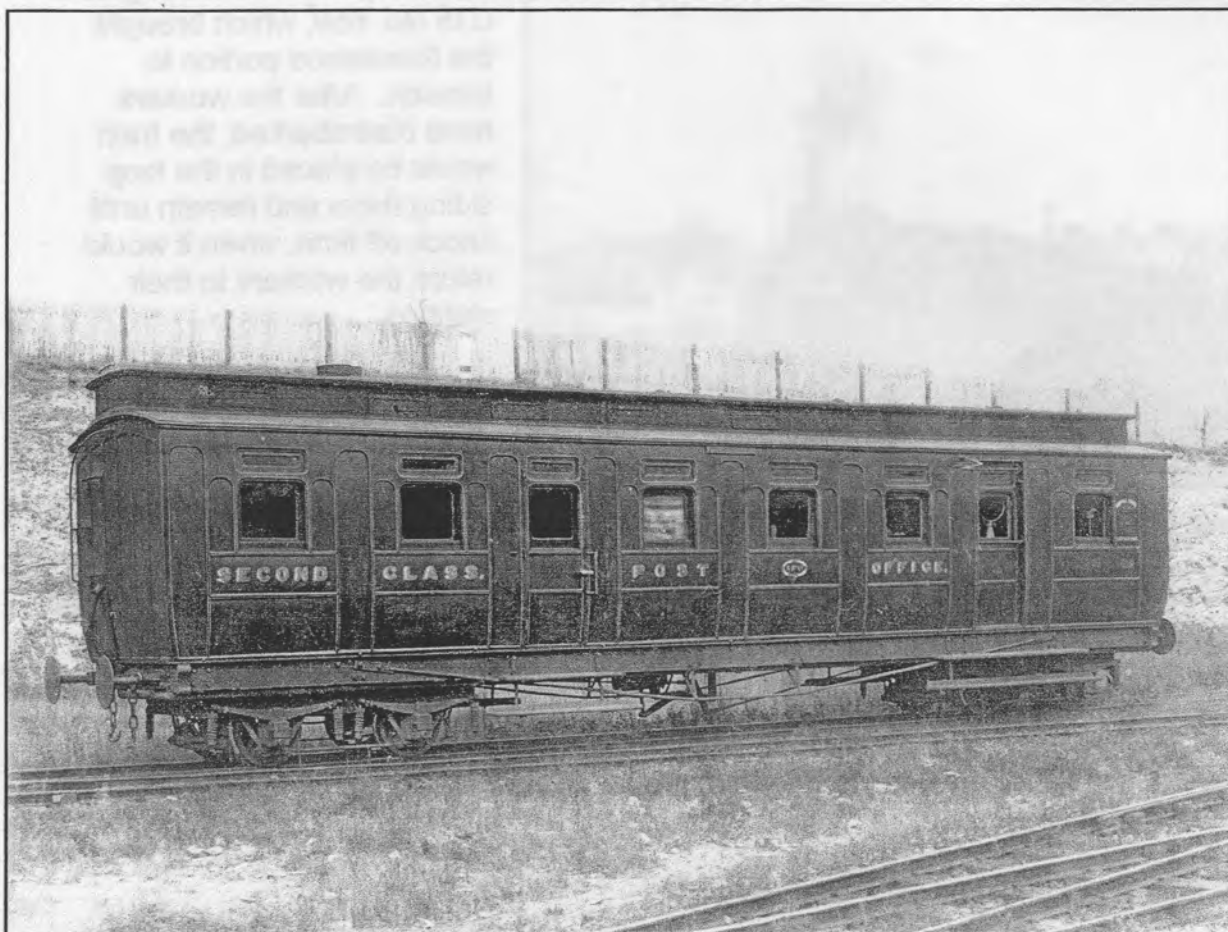
In Townsville, a passenger train carrying workers to the meat works at Oolbun, at the end of a short branch from Nome on the North Coast Line ran Monday to Saturday. As there was no other reason to go to Oolbun, this train could be labelled a workers' train.

A typical Oolbun train would be a C17 class locomotive with four or five end platform ex-suburban cars from Brisbane. These cars pre-dated the Evans cars.

### Mail trains

The term Mail Train no doubt comes from the fact that in earlier days, through until the 1980's, certain trains carried significant amounts of mail to and from towns and cities along their journey.

Queensland Railways operated travelling post office carriages from approximately 1890 to the early 1930's. These carriages were specially fitted out so that mail sorters could carry out their duties while the train was moving.



(Source: QR)

A travelling post office carriage with second class passenger accommodation. Most other TPO vehicles did not include passengers in the carriage.

# Picnic, seaside and excursion trains



(Source: Stan Moore)

A railway workers' picnic train makes its way along the Maryborough to Urangan branch line with one of several trains conveying workers and their families to the seaside for their annual outing.

On this occasion, steam trains ran from Gympie, Maryborough and Bundaberg, with a rail motor coming from Cordalba.



Picnic trains at Urangan. Carriages used came from a range of sources – Evans cars from Brisbane, Sunshine Express cars from the long distance pool, cars from the Maryborough suburban service.





Advertising boards from the late 1940's and early 1950's are shown above. In that era, train travel to seaside resorts on weekends, especially on Sundays, was very popular.

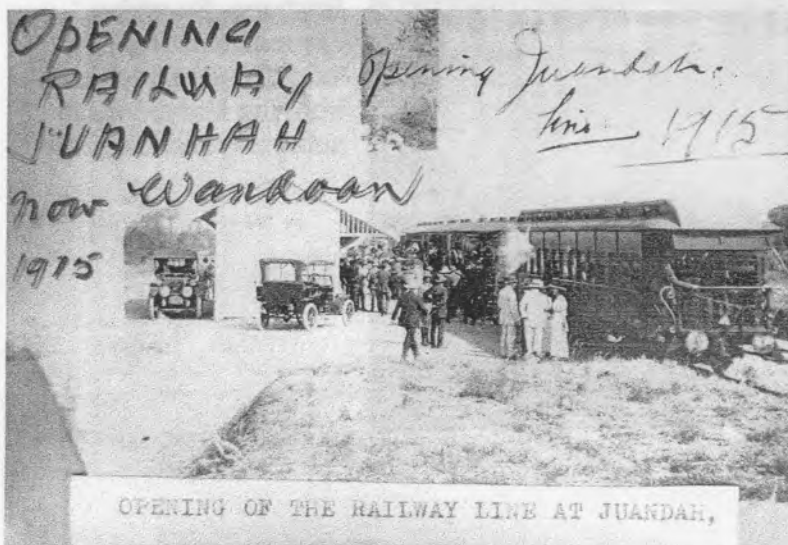
Cheap tickets to and from the seaside were available, to be used on day of issue only. These were available from stations in the Brisbane suburban area to Shorncliffe, Wynnum, Wynnum Central, Manly, Wellington Point and Cleveland.

In Maryborough, tickets were available for travel to Pialba, Scarness, Torquay and Urangan, while Rockhampton and Mount Morgan residents could travel cheaply to Emu Park and Yeppoon.

These tickets were still available in the late 1960's.

Except for special occasions when excursion trains were run, travel to and from the seaside was on normal scheduled services.

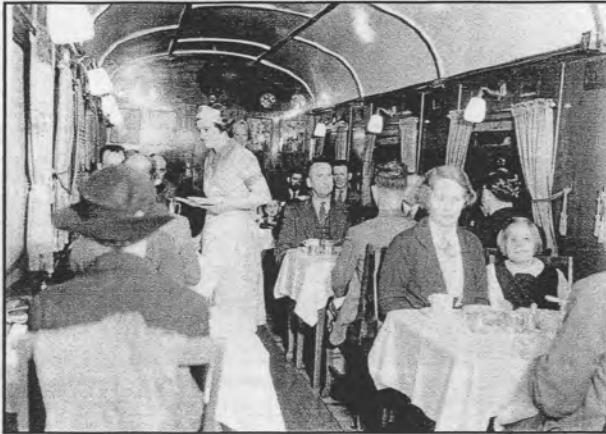
Excursion trains were run in conjunction with an event, or as a charter by, for example, a commercial or sporting organisation.



In the early days, excursion trains were run whenever a new branch line was opened or a major section of main line was completed. In these instances, locomotives and carriages would be spotless, and if possible, recently constructed.

This photograph shows the special excursion train at Wandoan – then called Juandah – on the occasion of the opening of the line in 1915.





Dining out in style in a Sunshine Express dining car

Settling in for a trip on the diesel tilt train



The diesel tilt train



Keeping an eye on things



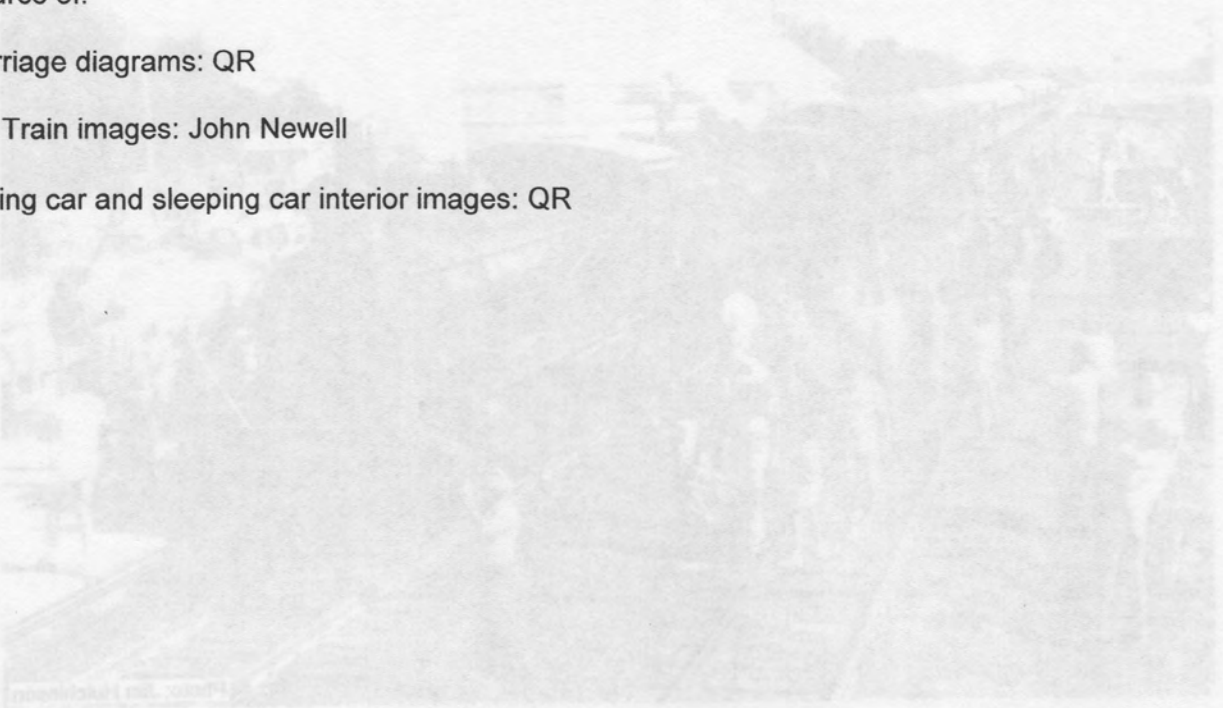
**Acknowledgements:**

Source of:

Carriage diagrams: QR

Tilt Train images: John Newell

Dining car and sleeping car interior images: QR



Grandchester is a favourite photo location for many railway enthusiasts as passenger trains both past and present usually stop for safe-working and/or locomotive purposes. In the photo above passengers from an excursion special headed by preserved locomotives C17 4074 and P215 W32 take the opportunity to inspect and photograph the train. The lower photo shows a 3 car 2000 class set headed by 2024 on a regular afternoon service in the early 1990s.





Photo: Jim Hutchinson

Grandchester is a favourite photo location for many railway enthusiasts as passenger trains, both past and present, usually stop for safe-working and/or locomotive purposes. In the photo above passengers from an excursion special headed by preserved locos C17 #974 and PB15 #732 take the opportunity to inspect and photograph the train. The lower photo shows a 3 car 2000 class set headed by 2024 on a regular afternoon service in the early 1990's.

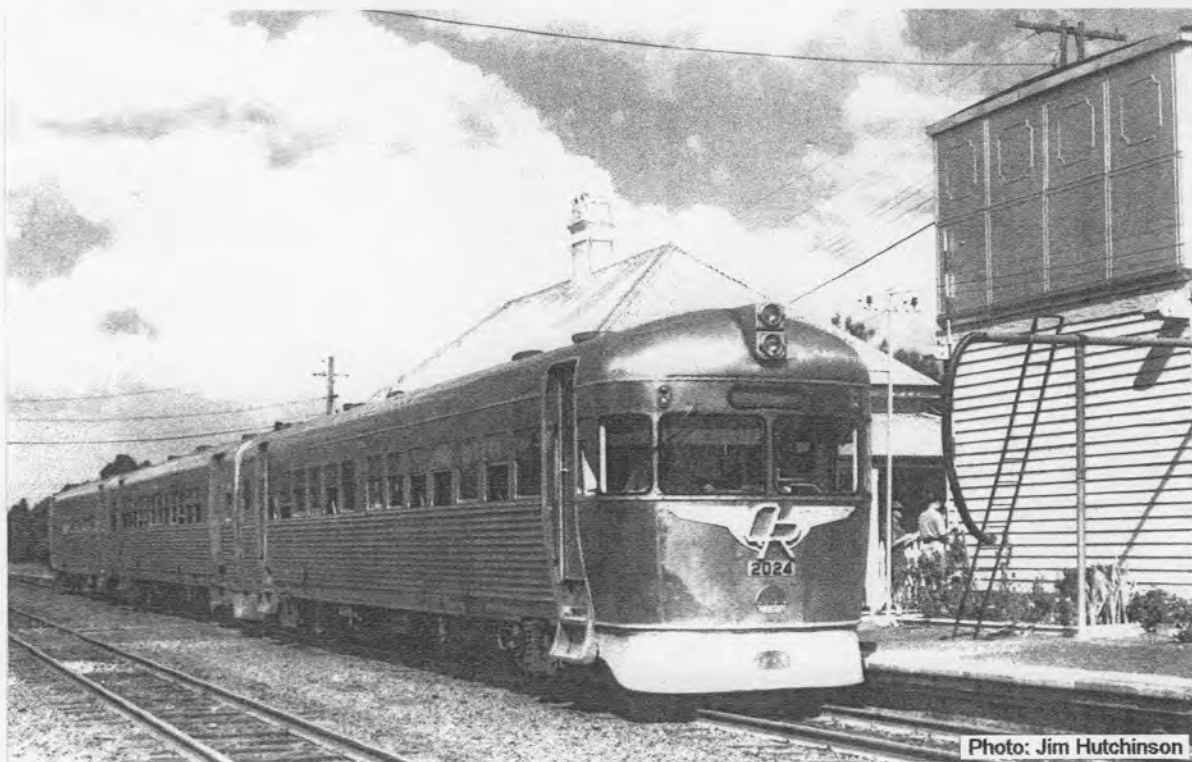
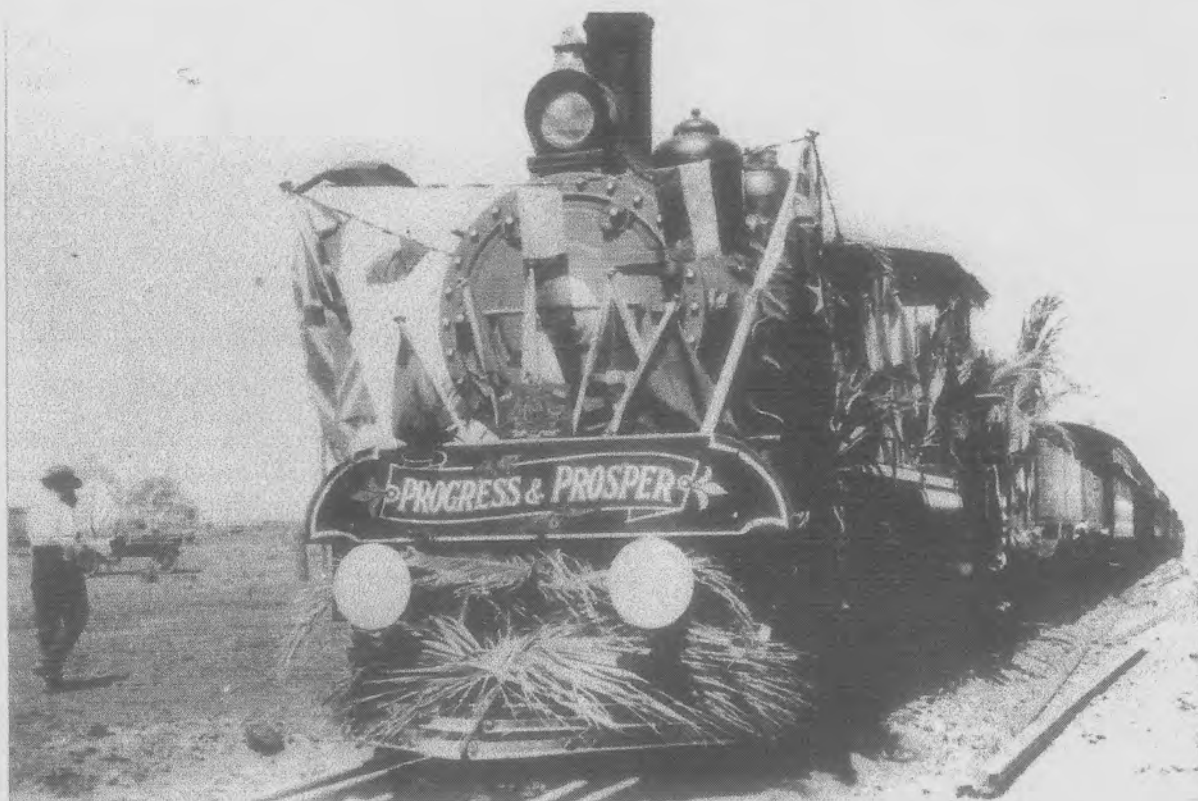


Photo: Jim Hutchinson



Loco No 659 decorated for the opening of the Mt Isa Railway – 6<sup>th</sup> April 1929  
Copied from a 60 x 40 mm print – Paul Cummings Collection



AC16 #221A at Grandchester with a Laidley tour on 13<sup>th</sup> September 2003  
Photo: Kerrie Hayes



