The Bulimba Branch

An Inspiration for Qld Lineside Industry Modeling

Presented by Ken Edge-Williams

This is a presentation on the BULIMBA Branch or what a lot of people erroneously call the NEWSTEAD line. The Newstead wharf branch goes off the Bulimba branch to the Newstead wharves a distance of 1.02 kms.

Newstead is the goods yard on the branch but not the name of the branch.

Bulimba was the original name for the area that extended from Fortitude Valley across the river and as far as towards the Doboy area. Gradually areas were renamed and the only area using Bulimba is the current suburb. The power houses at Murrarie were still called the Bulimba A & B power houses when finally closed down.

This is a presentation on not how to accurately model the branch but rather on how to use the details to create model able line side industries for your layout. You would need many, many metres to model all the detail of this branch.

Selective Compression

If you modeled the line foot by foot and include everything you would have a large layout with lots of boring bits in it require a lot of effort to build and maintain.

The main method of fitting the detail on your layout is to select the main essential elements that make it appealing and then use selective compression to make them fit the space available yet still recognizable and visually appealing.

In all this it important that the resulting structures can do the job they are intended to realistically i.e. a power house that only can receive two VJMs of coal at a time would look ridiculous whereas 10 VJMs could be more acceptable as a reasonable size of a train in model form or maybe half a larger one that is shunted into the sidings in two stages.

Many way of selective compression can be used are by reducing the footprint of the building by reducing the number of repetitious sections or changing the scale of massive buildings.

In the wool store for example you could cut a floor off the top and shorten the length by ½ and it would still look massive on your layout then change the scale to say 3mm for HO or 4mm for S and you reduce it even further. Now make it a false front back-scene model of only a few inches thick and it can now fit onto your layout.

The final bit is to include the accessories around the location that give it the visual scene you are used to i.e. was there a tree, a rubbish container, small buildings, car parking, driveway, traffic island, unusual fence lines, signs, people, cars etc.

It is important not to be bogged down on the detail of this supporting stuff as it is only helping to set the scene unless the object is a standout i.e. a specific recognisable large gum tree in the front that dominate a scene.

Overall it is important to allow the viewer to recognise the industry from what is displayed prior to reading the sign. The cannery should have pallets of fruit on display at the dock, oil depots have drums or tank cars, power houses coal residue around the unloading area and so on. That is how we often recognise industries in real life apart from the smell which is a little harder though not impossible to model.

Another way is to replace a massive industry with a smaller version of it from elsewhere. This can be done if you are not modeling an actual scene but freelancing.

Very few modelers have the required space to model any prototypical scene to correct scale thus compression is the only realistic method of obtaining the required scene in model form

Why select the Bulimba Branch?

In the first convention Arthur Robinson in his presentation stated obvious reasons for modeling the branch namely *Newstead Branch (street running, Warehouses, Wool Stores, Cannery, Wharves, Sugar Refinery, Power Station loop sidings to warehouses crossed each other with diamond crossings set in the concrete* road)
And as well it was one of the major traffic sources and destinations on QR in the steam era.
The branch had a wide variety of industries and generated many train loads a day. All types of engines and rolling stock were seen on the branch.
In model form it makes an excellent idea for a shelf layout. The only disadvantage is that it never had regular passenger services on it although the BCC Tramways ran to two spots on the line and one actually crossed it at an unguarded crossing.

For my purposes the lack of cattle wagons on the branch was solved by changing the CSR sugar refinery with a meatworks and changing the name to Oldstead as I was modeling inspired by the branch rather than duplicating it.

This also allowed me to run worker trains to the meatworks thus giving me passenger trains as well based on the similar ones that ran to the Cannon Hill meatworks on the south-side of the river.
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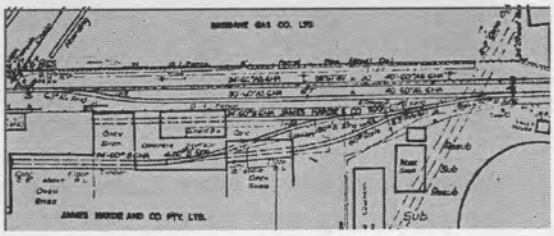
The Branch section by section.

Newstead Yard

This is a nice compact yard that can be reduced in width and length easily

The main items are the loading road in the middle and the goods office building. The building can be reduced in length and still retain the appeal of being different to most other stations.
A four track yard and a through road and loop would be sufficient for an average layout and yet look imposing.

James Hardie and Co

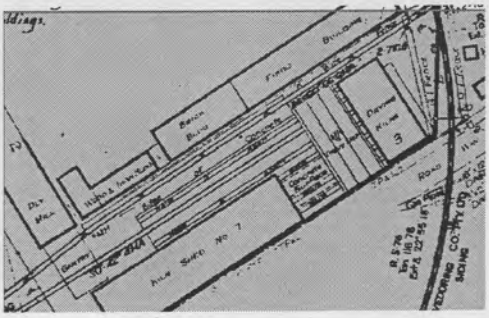


This could be reduced to one siding and a covered unloading area for cement holding three VJCs.

Traffic in- 2 VJC hopper wagons of cement and occasional empty open wagon
Traffic out- empty VJSs, sheeted open wagons of sheeting.

This site can be modeled easily on a low profile back scene with the dock and covered unloading area in the front

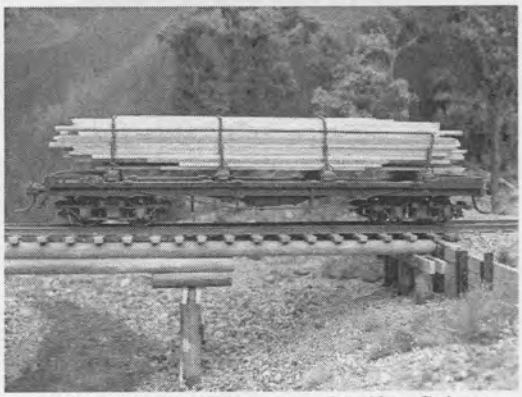
Brown and Board sidings



Here could be small representation of a sawmill with siding to unload S wagons of logs

Arthur Hayes model of a loaded S log wagon

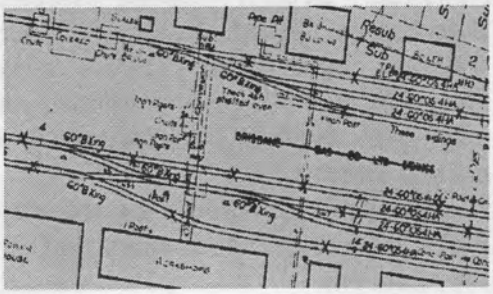
and load wagons of sawn timber and/or the processing area of the mill which includes a transverser. Many wagons and sidings are therefore fitted into a small space.



different loaded S wagons by Alex Cairns

Traffic in- loaded S wagons with logs and empty open wagons
Traffic out- loaded S and open wagons of timber

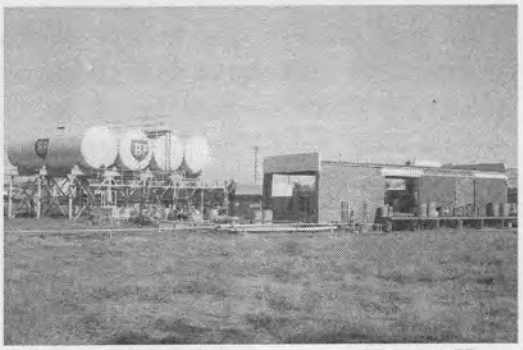
Gas Works



An unloading area holding about 10 VJM hopper wagons of coal is required as coal was received in train loads.

Traffic in- train of coal
Traffic out- train of empty coal wagons.

There seems to have been two styles of unloading over the years, the top one suggest hauling a group of wagons and unloading two at a time and then returning to a different track
The bottom style seems to have the middle two roads converging into an unloading area and the outer two to receive the empties.



BP Depot Charleville *Photo A Hayes*

Shell Oil Depots

This one is hard to model due the proximity of large numbers of tanks although they could be painted on the backdrops to save space with only the loading areas modelled
The Charleville BP depot shown preceding is a lot smaller but will still take a large area on a layout.

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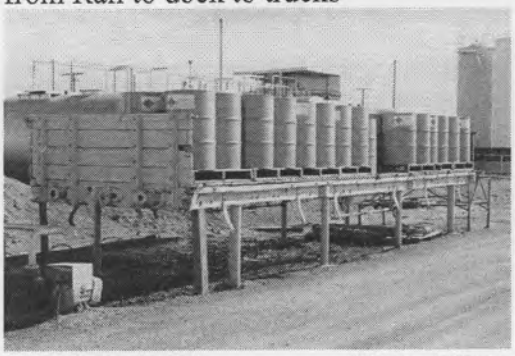
Open wagons of drums were handled from the Newstead shell depot as well
Adapting the scene to smaller prototypes as such as Quilpie could make for an interesting location as the dock is an old variety of a H wagon. A good use for a damaged model! Forklift moves pallets from Rail to dock to trucks



Shell depot Quilpie *Photo A Hayes*

If located in a corner of a layout then the large vertical round tanks could be located in the V of the corner filling in the spot that is otherwise hard to get to or utilise

Vacuum/Plume/Mobil Oil Depot

As shown in the heading photo the Vacuum depot is different in that no tanks are visible near the loading area.
This makes it ideal for a back scene location as one track; warehouse front and the loading hose area are all that are required for modeling

Dr Garth May standing on the loading area.

The above photo shows the detail needed and although set up as a double sided loading area could be just as easily modeled as a single sided on. Notice the closeness to the street. Obviously OH&S was not as important in those days.

A different angle. *Photos by Dr S Suggit*

Both depots could easily load enough tank wagons to form a complete oil train for up the coast or up the range.

Traffic in- Empty tank cars
Traffic out- loaded tank cars

Woolstores

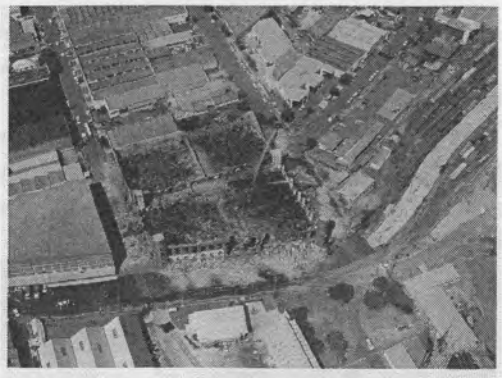


Figure 149. *Hosing down after the woolstore fire at Newstead in 1990.*
(Courtesy of Queensland Police Service. Photographer: Senior Sergeant Kevin Darch)

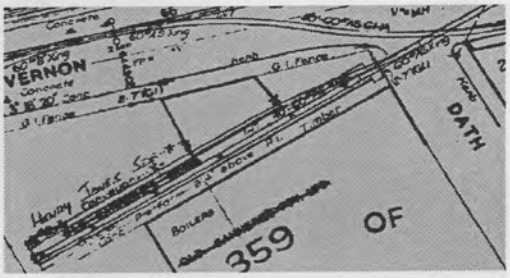
As can be seen from a photo of the fire at one of the woolstores adjoining the Newstead goods yard the buildings take up a vast area of real estate.

Each of the many stores along the line had various features that made them mostly individual.
The styles varied from covered or non covered unloading, dead end or loop, angled or parallel to rail track, concreted or open track, simple or complicated trackwork etc. This allows the modeler to adjust to fit their needs easily.
Basically you need a siding that can hold about 4 or 5 bogie wagons to convey the size of this industry. Selective compression of the buildings will allow fitting to your location.
Design the building to be cast in repetitious sections or use commercial castings such as DPM from the US will make the daunting task acceptable.

Traffic in- sheeted open, covered wagons
Traffic out- empties to go to goods yard to be loaded for up state traffic

Open dock at Woolstore showing relationship to H wagon ***Photo Dr S Suggitt***

Cannery

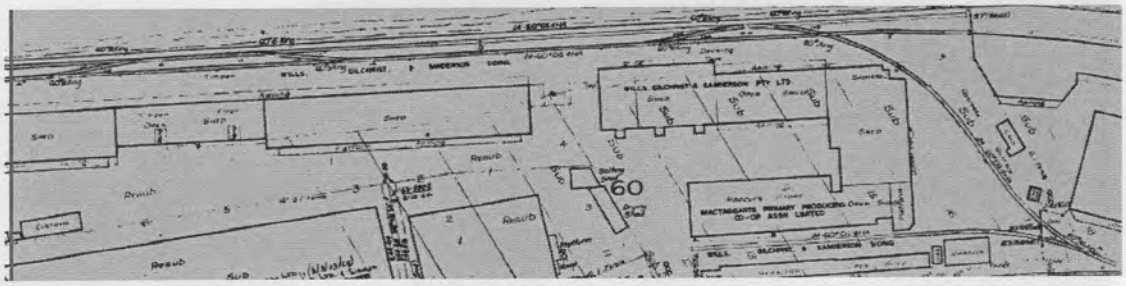


The Henry Jones cannery siding was single track it seems in the early days and then duplicated later on. It consists of a dock against the building and is at an angle to the main line. Traffic in is in open wagon which are loaded with fruit i.e. pineapples, granite belt fruits, and probably Gayndah area citrus products.

Traffic in- opens of fruit
Traffic Out- Covered wagons of jams

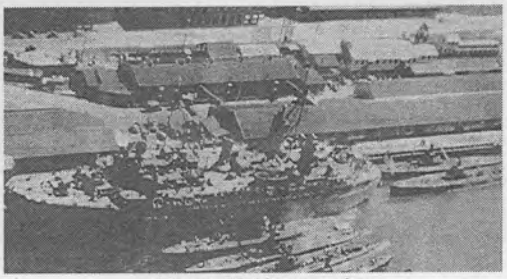
For modeling purposes the covered unloading area allows you to model less detail and gives scope to displaying your Galvanised Iron weathering skills.

Wharves



There are several wharf areas ranging from the Newstead wharves at the top, through to the Mercantile and Dalgety in the middle area and then down to the Powerhouse end.
Each has their own styles and the middle one here represented has been disconnected from the main line but the interesting construction still shows how to fit in a tight space. Notice the connecting track cuts off the corner of the building and connects to the distant dock track The sidings have several cross overs along their length but for modeling purposes two sets only would be required. Shunting would be complicated with much running around to get wagons in correct locations.
If the wharves were at the front of the layout then the building between the main track and the docks could be a narrow warehouse with the cut off corner displaying and the S curve not as deep.

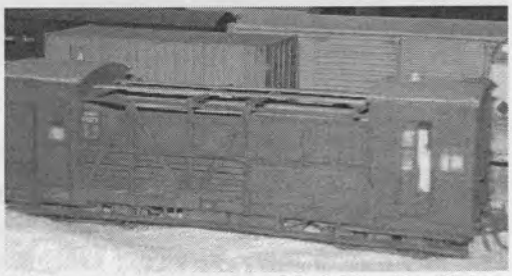
Above- 1925 view with cannery on RHS.



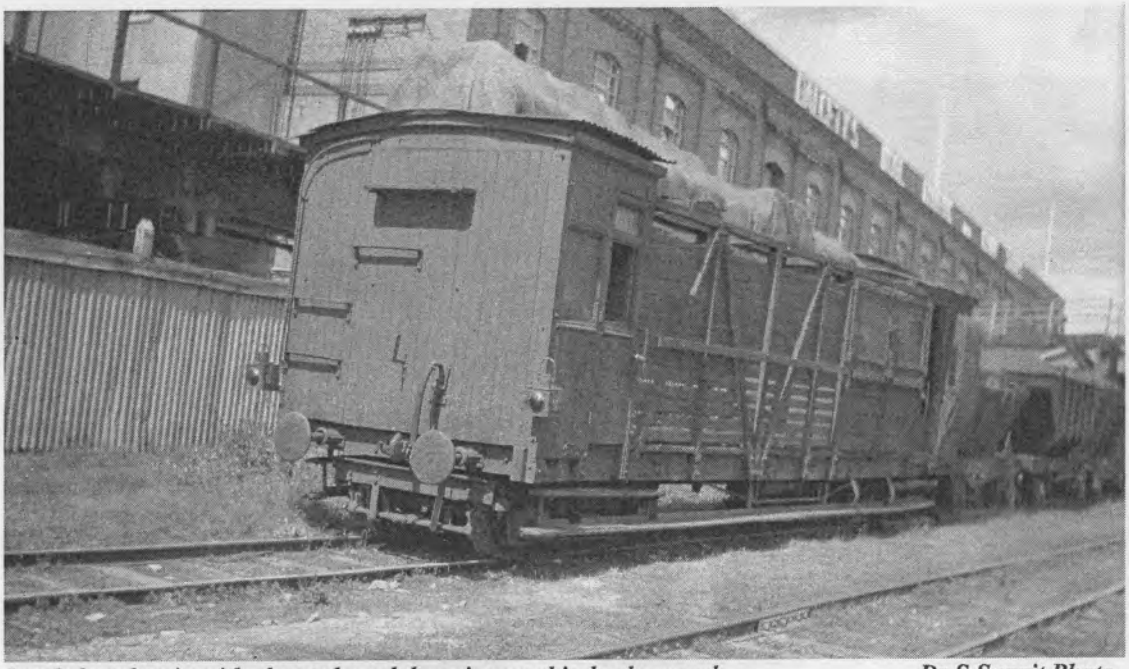
Above 1940s era view

In the war time this area had submarines docked there so this would make an additional attraction to the scene

Notice in the photos that lots of the buildings are connected by conveyer belt systems for moving the wool bales towards the ships.
Another distinctive feature in the early days was the siding leading to the inland side of the Dalgety's building that was elevated to the 2nd story. This had a grade of 1 in 22 or nearly a 5% grade in our model terms. Construction would have been similar to a coal stage.

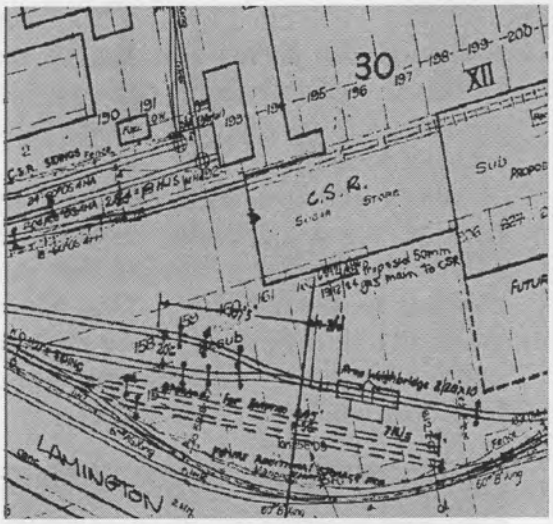


KKB van used on trains- Model by Alex Cairns



Loaded coal train with elevated wool dumping road in background *Dr S Suggit Photo.*

Traffic in and out were a wide variety of merchandise in a vast range of different wagons for loading and unloading of the ships



CSR Sugar Refinery

The sugar refinery brings another of the unusual feature of this branch namely wagon turntables. Another space saving feature the prototype uses and the modeler can adapt.

There are two sections here sugar unloading area at the bottom and the loading/unloading area at the top which could have been for the original raw sugar in, the processed sugar out, or maybe coal for the boilers. For modeling purposes it could be assumed the siding is for finished products and thus four wheel box wagons would be loaded and weighed there.

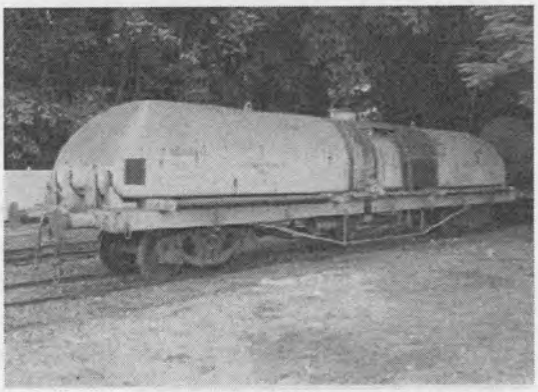
The unrefined raw sugar could go to the bottom area where it is unloaded and weighed.

Modelers have built working wagon turntables so it is feasible

Another detail around here was the jacaranda trees that line the track.

In the later years this section was used to store empty wagons of many kinds and when in bloom made for some good photographs.

Emoleum tank cars were stored when not required also.



WE Tank car *Photo by Arthur Hayes*

The wagon is a WE tanker, one of three that was originally WX, a 40 ft version of the GWW water gin originally designed for the Midlander steam haulage from Barcaldine to Winton. They however were not required and progressed through various uses and codings for water, petrol and finally bitumen and eventually ended up with Fast Freight bogies and being a red spot 80kph maximum wagon.

Traffic In- Raw Sugar, Box wagons of packaging materials, maybe coal hoppers

Traffic Out- loaded box wagons

The New Farm Power House

New Farm power house was opened to replace the Countess Street power house to supply power for the Tramway system of the Brisbane City Council.

It could receive coal from barges or rail. The advantage of rail was it could be sourced from many different mines while the water borne coal could only come from a few mines located next to the Brisbane or Bremer river

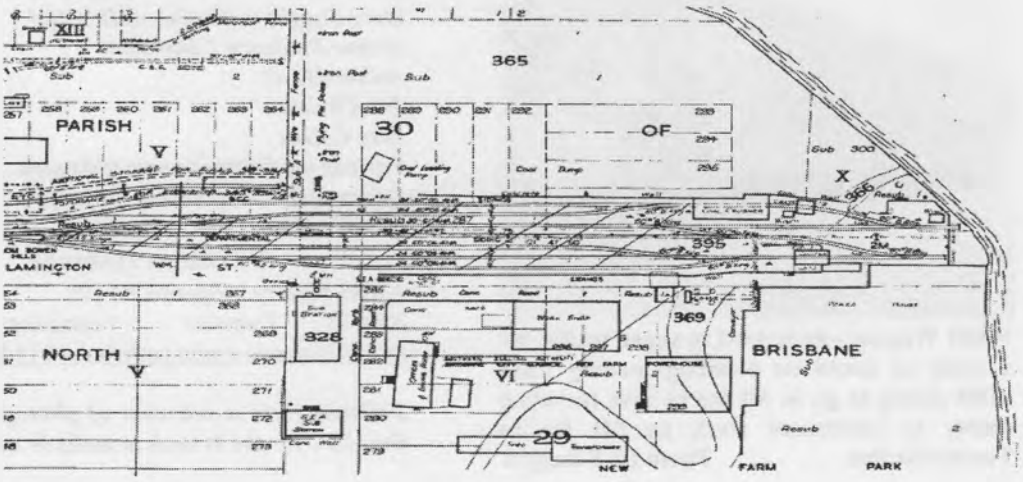
Coal was railed in 4 wheel hoppers of V, VJ, VR, and VJM series. Train loads ran direct as well as being consolidated with other traffic to Newstead.

Coal was dumped into pits and conveyed by covered conveyor belts to the stockpiles.

Several trains ran daily when it was at its peak.

All classes of mainline engines hauled the coal trains.

For modeling purposes a galvanised shed and conveyor belt system to a back scene false front would do nicely space wise. Coal stock piles could be painted on the back scene as well



Short History of Line

In 1895 the Qld Government voted to build a line to the CSR Refinery at Bulimba from Brunswick Street.
1914 a link was made to Bowen Hills street forming the triangle junction with the main suburban lines.
Newstead Goods Yard opened in 1923.
Power House opened in 1928
1936 Automatic Colour Light signaling for the suburban lines but branch was still Semaphores
Newstead had a 80t wagon weighbridge although no wagons of this size ever ran in its lifetime. It was down rated to 60tons but doubt if it ever weighed that load of a wagon.
30/4/1990 Line totally closed.
At its peak traffic into the branch represented 11% of all loading outside of the Brisbane area or about 1 in 9 wagons.

Loaded HT Wagon - Dr S Suggitt Photo

WHO Wagons –were used in sugar traffic for a while or could be awaiting loading from MIM siding to go to Mt Isa to save traveling empty to commence work on Mt Isa to Townsville line Photo Dr S Suggitt

Summary

So in conclusion the details of interest for the Bulimba Branch are

1. A very short line only 860 m from main line to Newstead and then 2.96kms to the Powerhouse or less than 4kms long
2. Diamond crossing on Newstead Branch and in street trackage.
3 A compact yard with distinctive office
4 Huge Gasometer next to tracks with overhead piping across rails
5. Sprawl of timber mill sidings with transverser
6 Several Oil depots
7 Large Woolstores
8 Several general purpose wharves
9 Several Coal destinations
10 Cannery and James Hardie factory
11 Sugar Refinery with wagon turntables
12 Variety of trackage in road and concrete and with complicated as well as elevated track work
13. Ran most variety of wagons apart from Stock wagons.
14 Could handle most classes of locomotives
15 Easily condensed to model form.

Photographs

Many thanks to the following for their assistance
Steve Suggitt collection AMRA Qld
Arthur Robinson Collection
Arthur Hayes
Jim Christie
Alex Cairns
Various via Internet-some unknown.
Queensland Government Railways
Courier Mail.

Further reference

ARHS History Magazine no 105
John Knowles comments on http://freespace.virgin.net/johnk.pb15/blmba.htm

Following are a selection of photographs and the plans for the branch to assist in modeling

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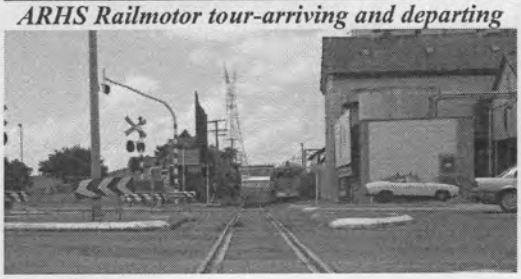
Then and Now –Australian Estates

ARHS Railmotor tour-arriving and departing



These were very large buildings

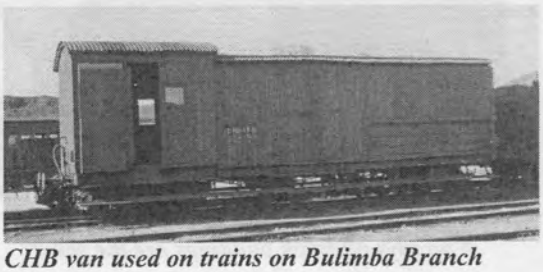
Not all buildings are square

Then and now-Winchombe Carsons

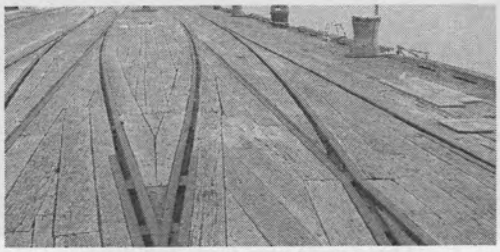
Notice the variety of brick work in the different buildings
Who says all brick buildings are the same?

PB15 Shunting Winchcombe Carsons building *Photo by Weston Langford*

Line of Guards vans used on goods train at Wooloongabba-Similar ones were used on the Bulimba Branch trains BBV, BLV, KKB, and a Griffiths Van *Photo AMRA (Qld) Collection*



CHB van used on trains on Bulimba Branch



Typical dock setting of rails inside wood decking

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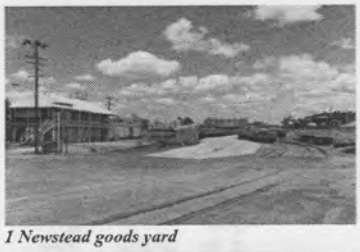
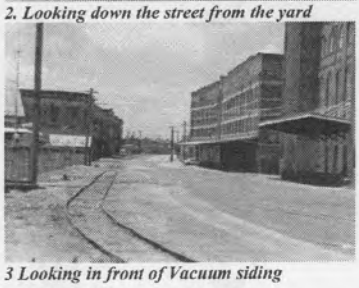
Jim Christie had a walk along the branch before final closure and recorded these scenes.

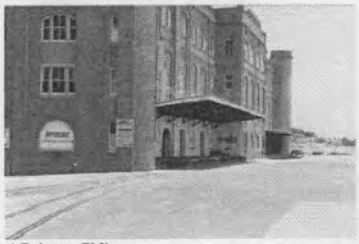


1 Newstead goods yard

2. Looking down the street from the yard

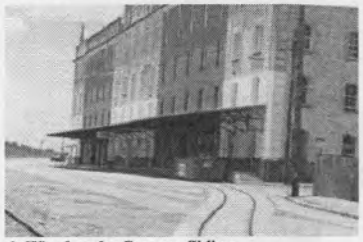


3 Looking in front of Vacuum siding



4 Primac Siding

5. Qld Primaries Producers Coop Ass Ltd



6. Winchombe Carsons Siding

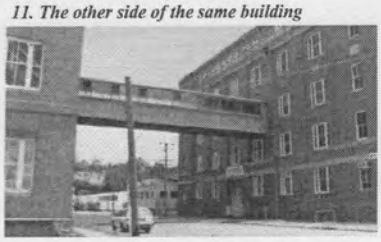
7. Cannery Siding

8. Diamond Crossing in roadway

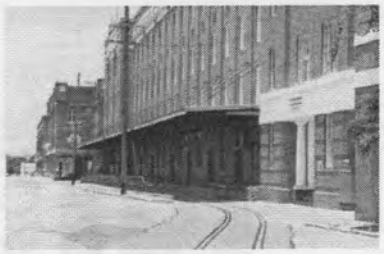
9. Dalgety Siding on river side of road

10. Florence street intersection

11. The other side of the same building



12. Overhead bridge at Beeston Street



13 Elders Smith siding

14 South End of Elders Smith Siding

15 McTaggarts Siding

16 Australian Estates Siding- North End

17 Not all points worked at the end!

NETWORK
ACCESS
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Working Plan & Section
Book SE14
Bowen Hills to Bulimba
BACK
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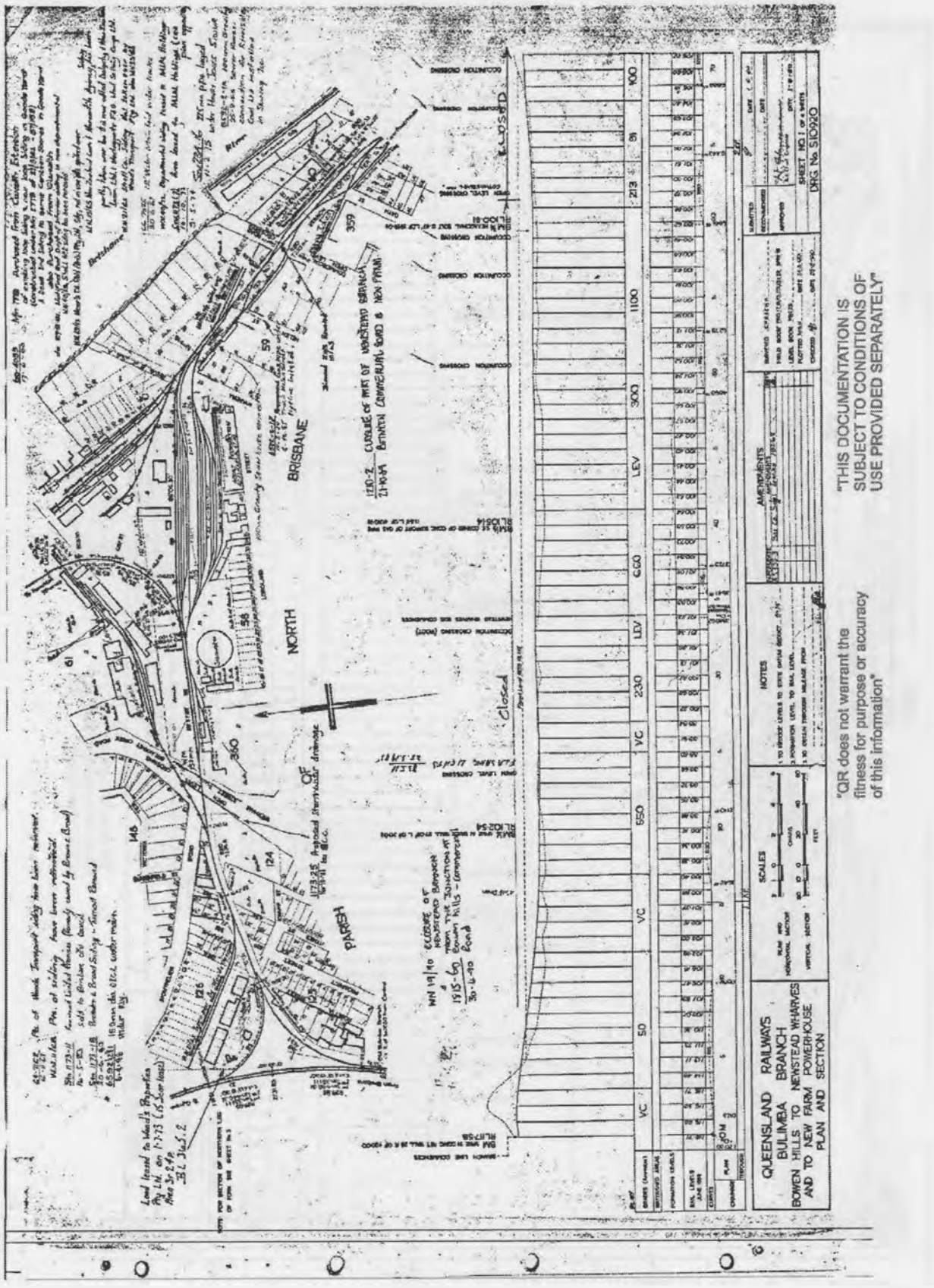
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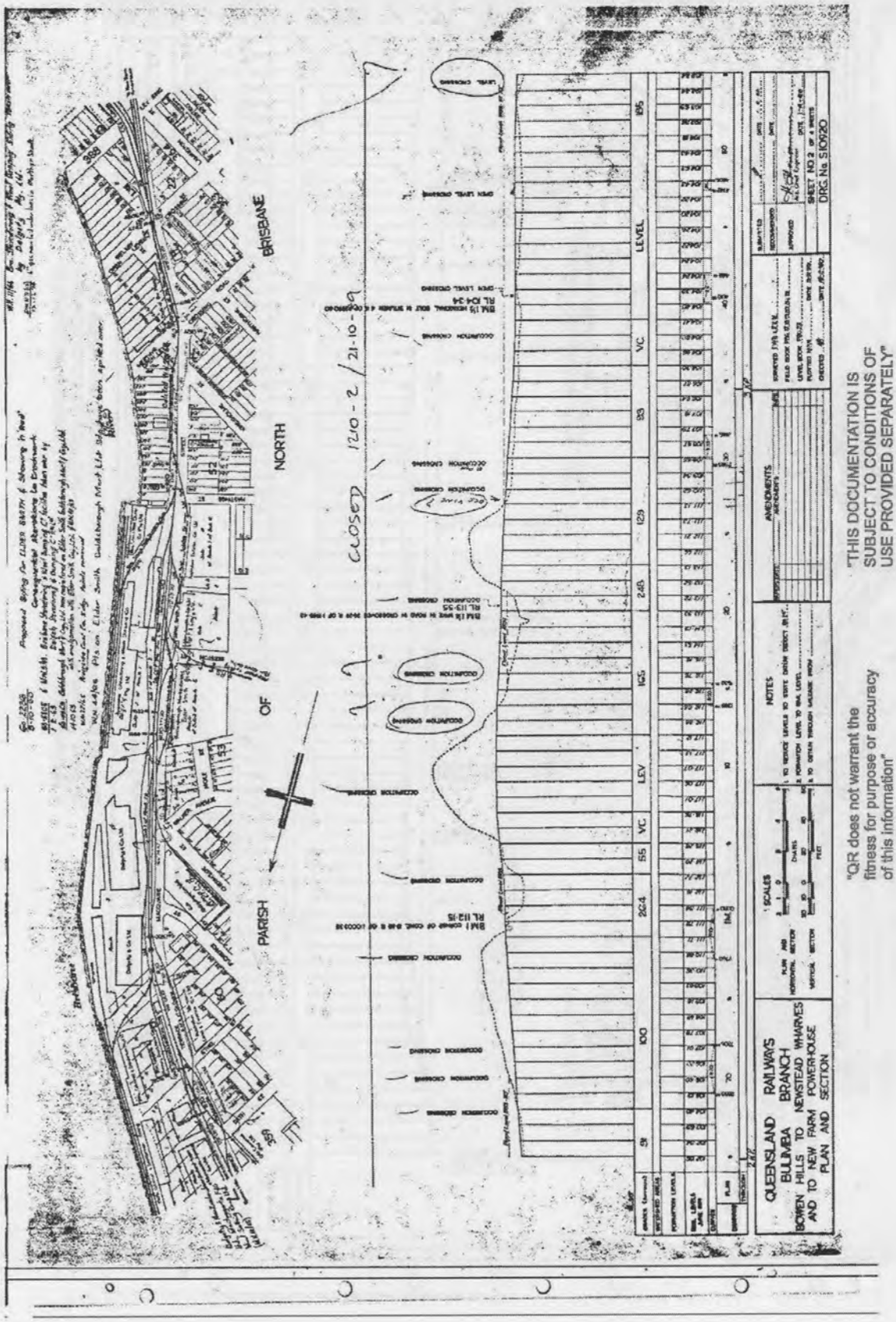
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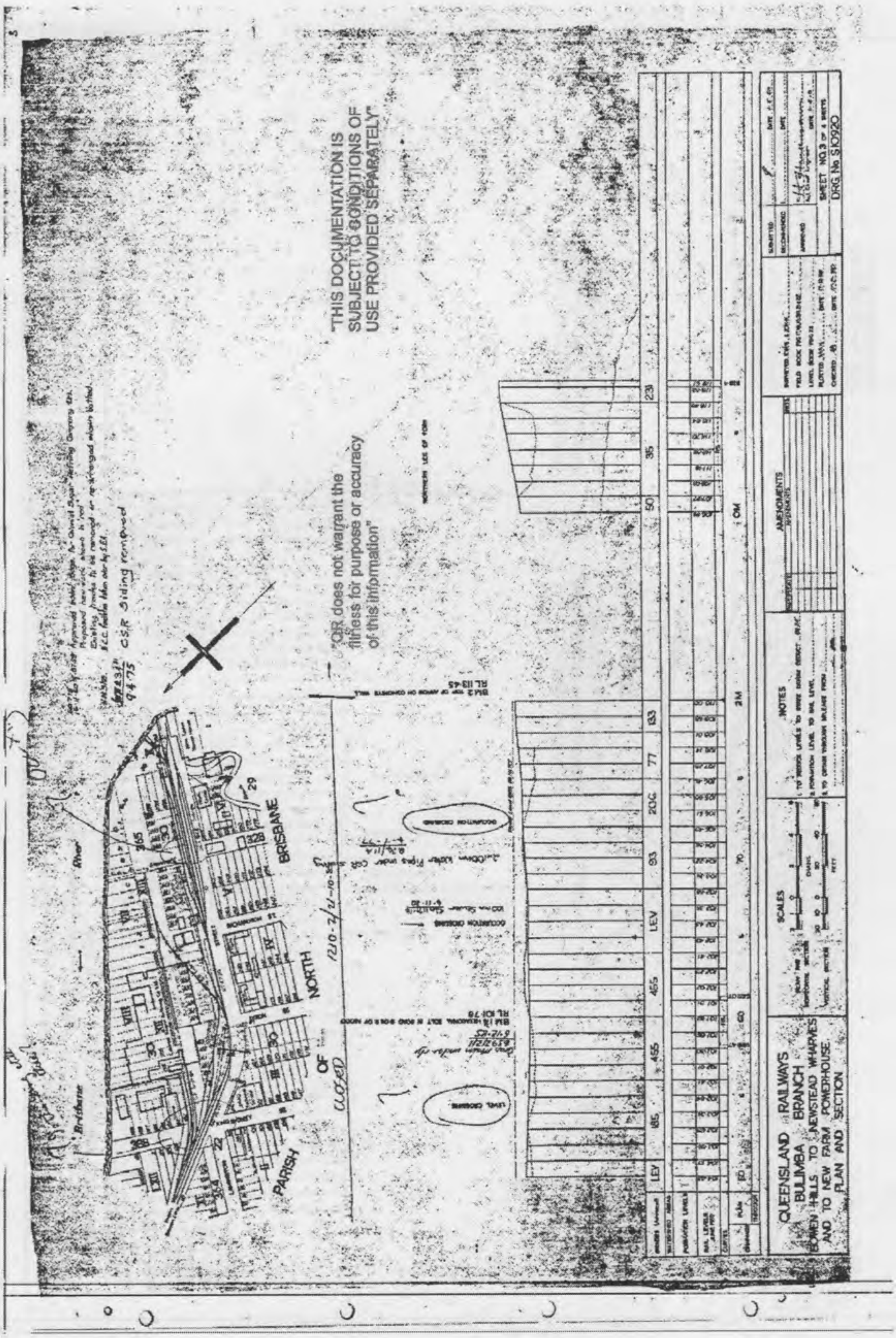
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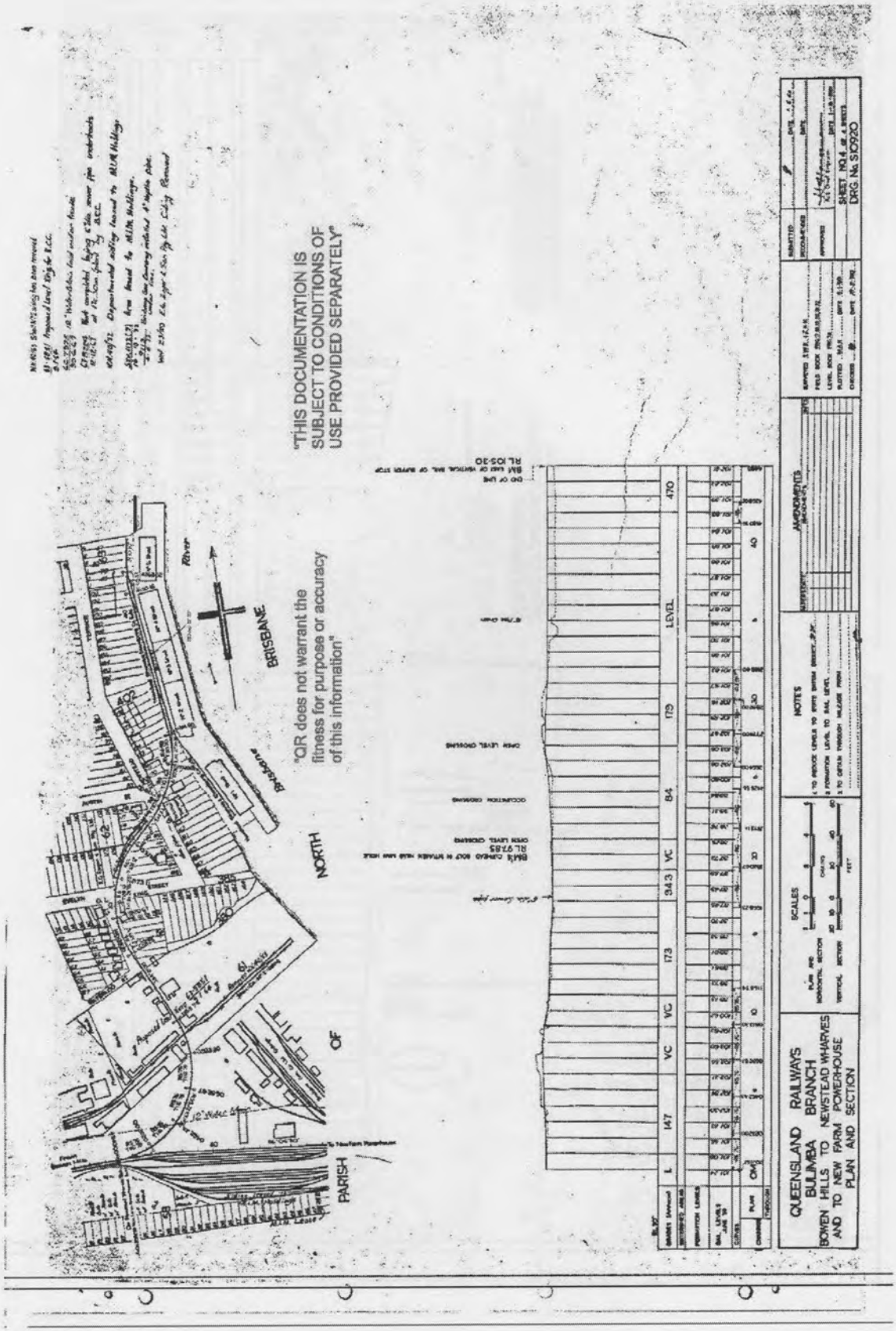
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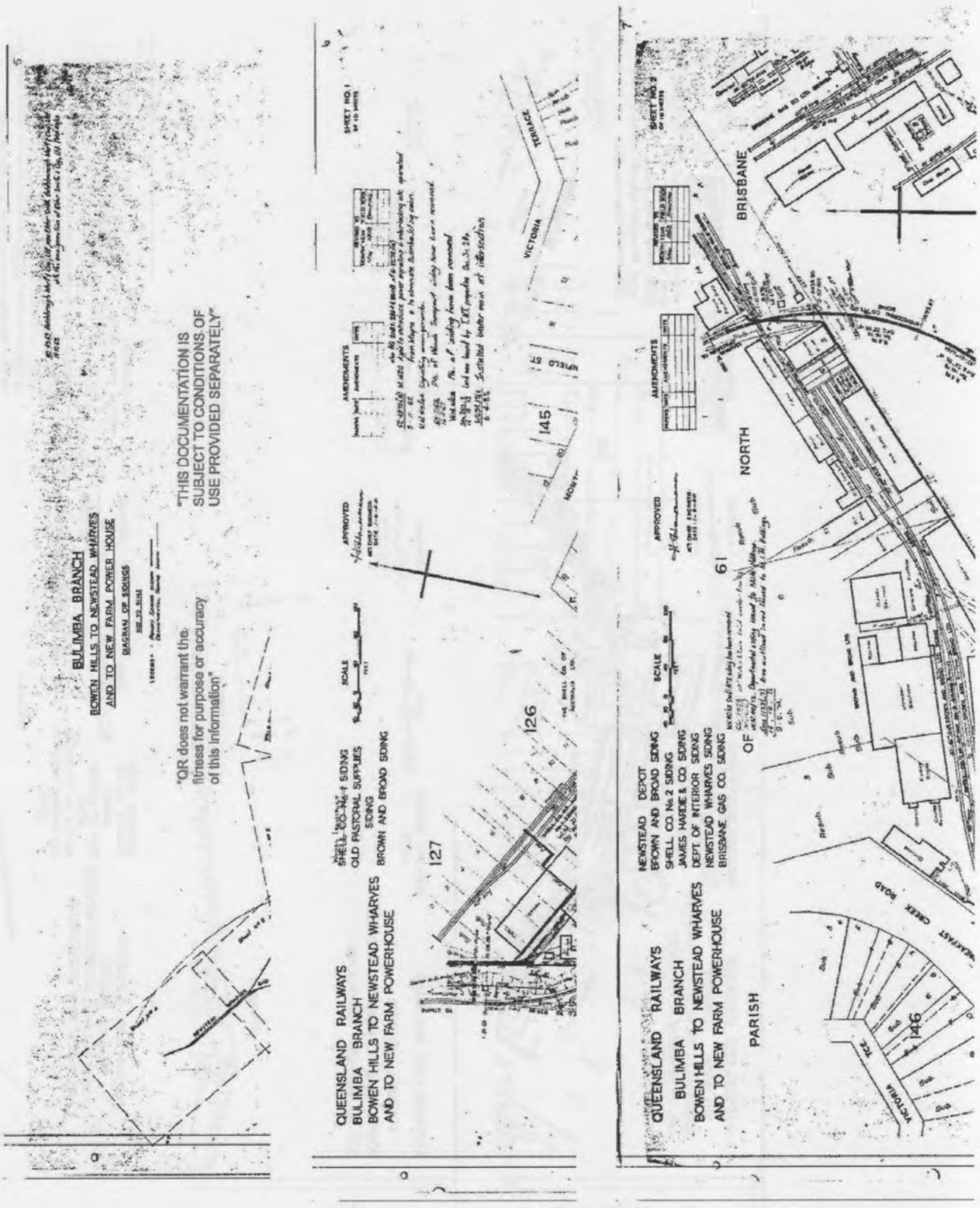
BRISBANE
NORTH
OF
PARISH
QUEENSLAND RAILWAYS
BULIMBA BRANCH
BOWEN HILLS TO NEWSTEAD WHARVES
AND TO NEW FARM POWERHOUSE
PLAN AND SECTION
SCALES
NOTES
AMENDMENTS
SHEET NO.4 OF 4 SHEETS
DRG. No. S10920

103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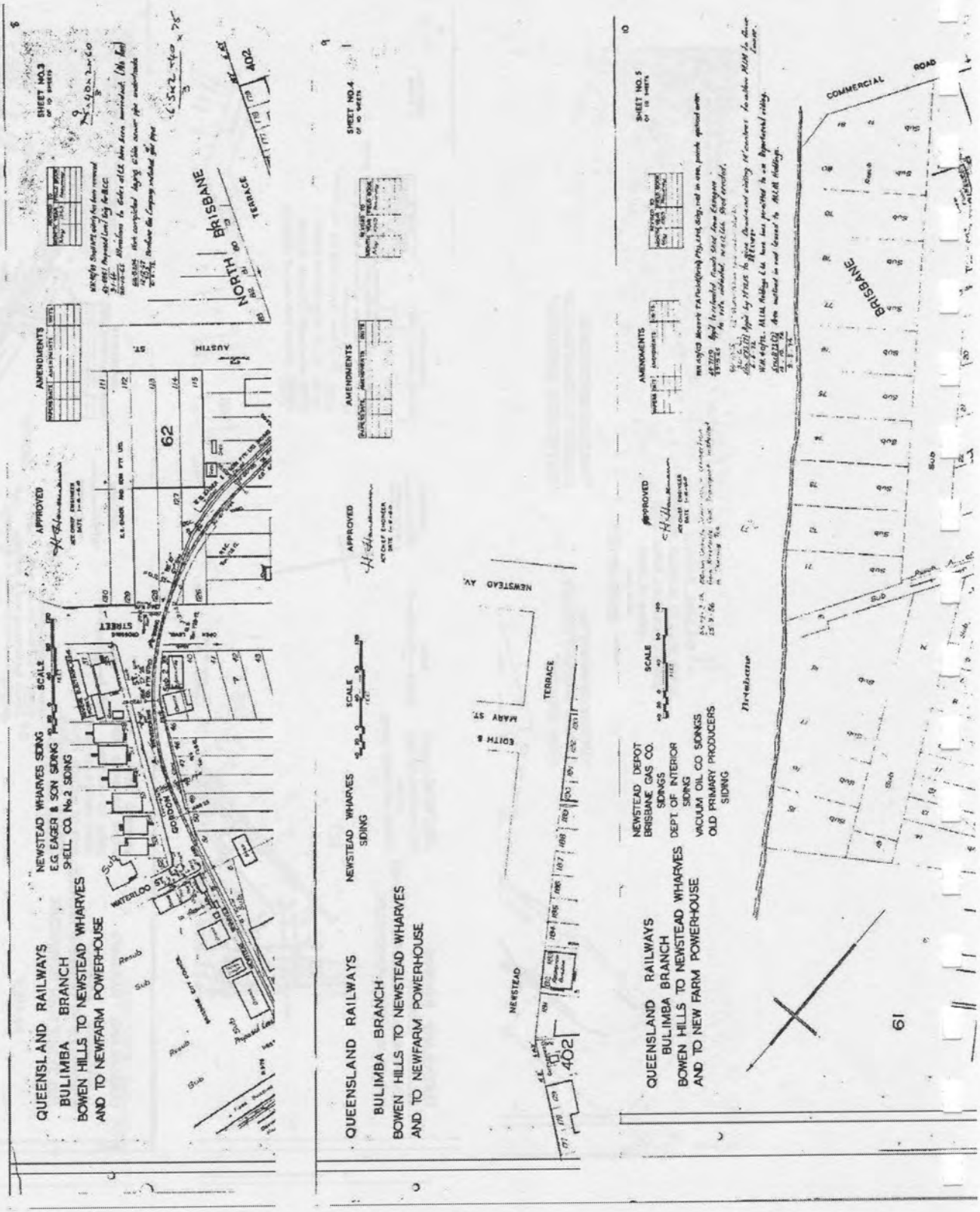
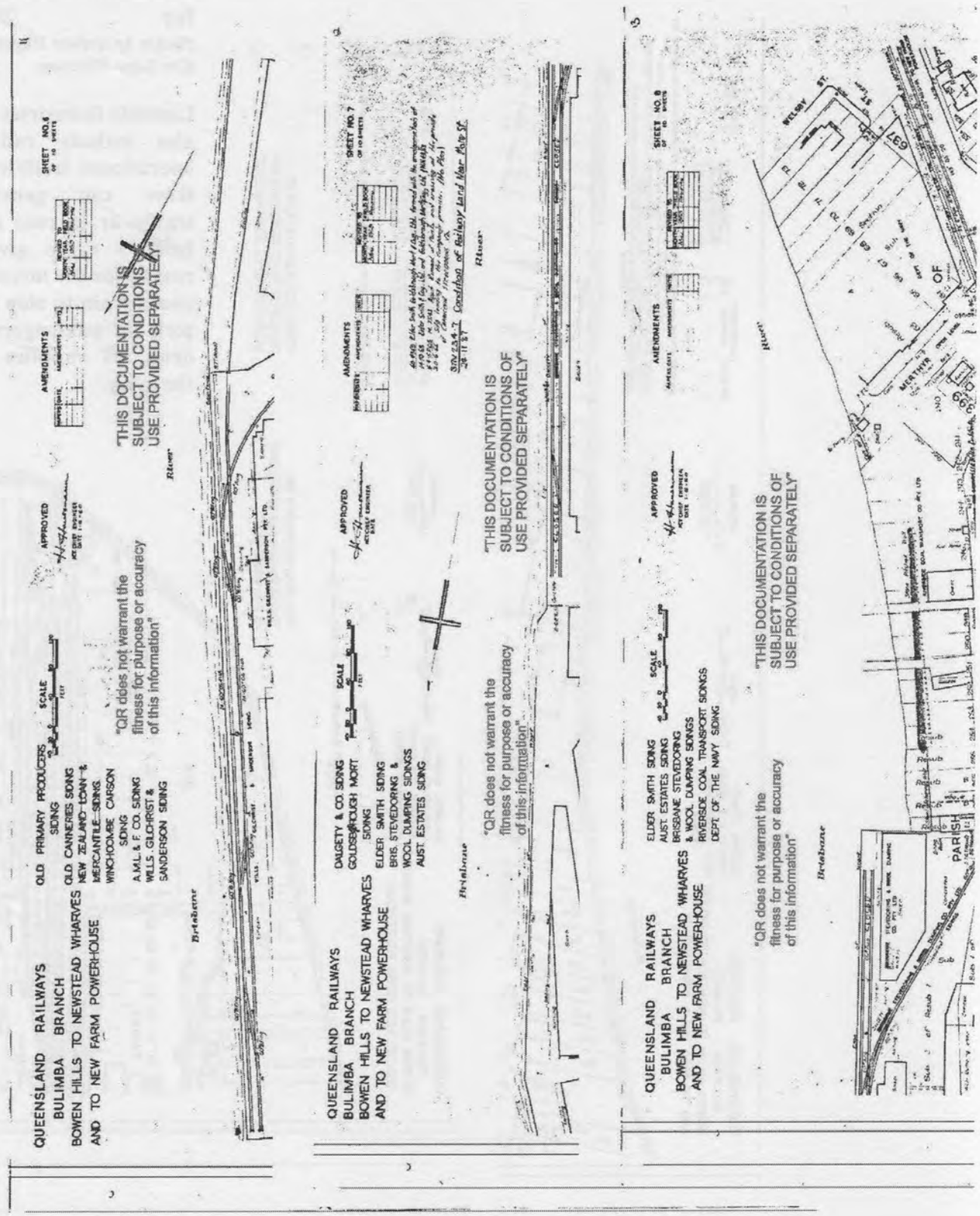
BULIMBA BRANCH
BOWEN HILLS TO NEWSTEAD WHARVES
AND TO NEW FARM POWERHOUSE
SHELL CO No 1 SIDING
OLD PASTORAL SUPPLIES SIDING
BROWN AND BROAD SIDING
SCALE
APPROVED
AMENDMENTS
SHEET NO 1
126
127
145
VICTORIA TERRACE
NEWSTEAD DEPOT
BROWN AND BROAD SIDING
SHELL CO No 2 SIDING
JAMES HARDIE & CO SIDING
DEPT OF INTERIOR SIDING
NEWSTEAD WHARVES SIDING
BRISBANE GAS CO SIDING
SHEET NO 2
BRISBANE
NORTH
61
OF
PARISH
VICTORIA ROAD
146


QUEENSLAND RAILWAYS
BULIMBA BRANCH
BOWEN HILLS TO NEWSTEAD WHARVES
AND TO NEWFARM POWERHOUSE
NEWSTEAD WHARVES SIDING
E.G. EAGER & SON SIDING
SHELL CO. No.2 SIDING
SCALE
AMENDMENTS
APPROVED
NORTH BRISBANE
TERRACE
AUSTIN ST.
GORDON STREET
WATERLOO ST.
NEWSTEAD
NEWSTEAD AV.
MARY ST.
SOUTH
TERRACE
NEWSTEAD WHARVES SIDING
NEWSTEAD DEPOT
BRISBANE GAS CO. SIDINGS
DEPT OF INTERIOR SIDING
VACUUM OIL CO SIDINGS
OLD PRIMARY PRODUCERS SIDING
COMMERCIAL ROAD
BRISBANE
SHEET NO.3
SHEET NO.4
SHEET NO.5
62
61
402


QUEENSLAND RAILWAYS
BULIMBA BRANCH
BOWEN HILLS TO NEWSTEAD WHARVES
AND TO NEW FARM POWERHOUSE
OLD PRIMARY PRODUCERS SIDING
OLD CANNERIES SIDING
NEW ZEALAND LOAN & MERCANTILE SIDING
WINCHCOMBE CARSON SIDING
A.M.L. & F. CO. SIDING
WILLS, GLOVERST & SANDERSON SIDING
SCALE
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River
Brisbane
DALGETY & CO. SIDING
GOLDSBROUGH MORT SIDING
ELDER SMITH SIDING
BHS. STEVEDORING & WOOL DUMPING SIDINGS
AUST. ESTATES SIDING
SHEET NO. 7
Condition of Railway Land near Hale St.
ELDER SMITH SIDING
AUST. ESTATES SIDING
BRISBANE STEVEDORING & WOOL DUMPING SIDINGS
RIVERSIDE COAL TRANSPORT SIDINGS
DEPT. OF THE NAVY SIDING
SHEET NO. 8
MERTHYR
PARISH

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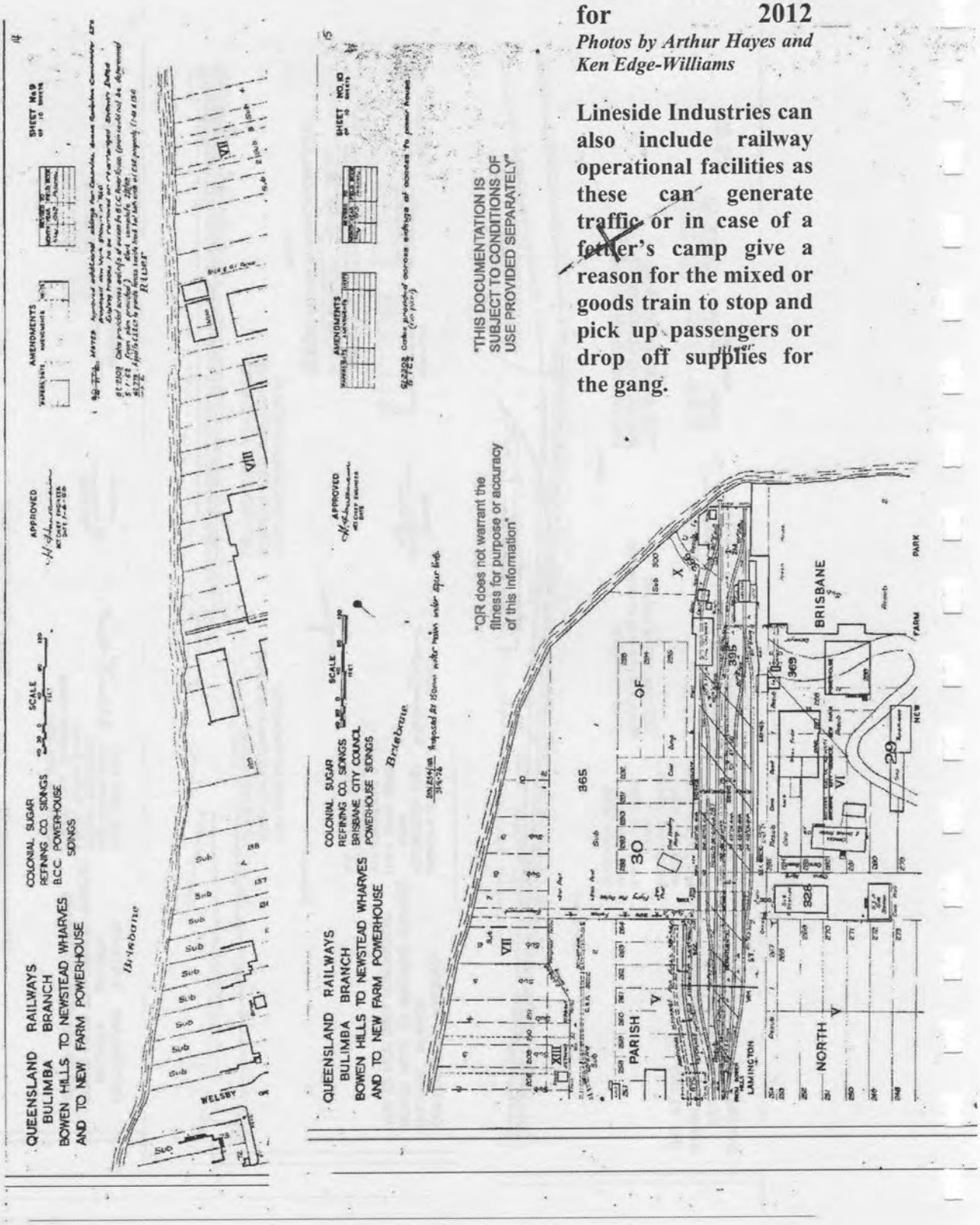
Some Bonus Photos for 2012

Photos by Arthur Hayes and Ken Edge-Williams

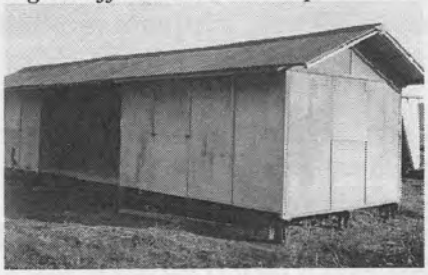
Lineside Industries can also include railway operational facilities as these can generate traffic or in case of a ~~fettler's~~ camp give a reason for the mixed or goods train to stop and pick up passengers or drop off supplies for the gang.



Stacks of sleepers along the line-how do they get there? Goods train with FJS loads stops and unloads them.

Train stops to drop off or pick up gang. Yes I know this is a tutor train but the scene would be similar.

Gangs camp alongside of line- source for passenger traffic or roadside drop



Different camp showing proximity to line and water tanks that require filling

Of course do not forget the water tank. Those water gins have to be filled up somewhere to supply the camps.

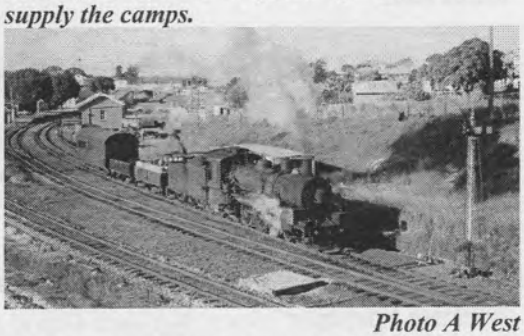


Photo A West

Of course you do not need to have the industries to have the wagons. Manly goods trains have FJS loads of gas cylinders and Petrol Tankers on most of its goods trains but the traffic is for Wynnum and Lytton but the trains reverse here.

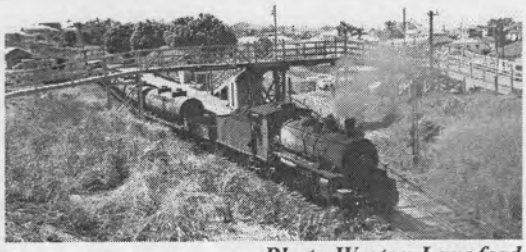


Photo Weston Langford