Train 209/309

During the 70's and 80's, Train 209 (Mackay Goods) departed Mayne @ 01:45 Tuesday to Saturday, On Monday the train ran to Rockhampton as 309. On Wednesdays, the train run through to Townsville. In later years the train was numbered 7209/7309.

Not a fast trip, the train conveys ordinary rollingstock at 60 km/h shunting at most major locations on the coast, Gympie 06:38/07:45, Bundy 13:17/14:40, Rocky 00:18/01:15, Mackay 12:04/17:00 *(Thur)*, Townsville arr. 07:03 *(Fri)*. The 1973 Working Time Table shows the train crossing or being passed by 7 trains between Bundaberg and Avondale, which is just 4 stations to the north of Bundy. The train was also timed to bypass Gladstone.

Older locomotives were usually rostered to work the train, today 1208 is in charge (Hollywood band drive mechanism).

Timetable Instructions:- 309 Mondays will convey all available loading for Gladstone and for Central Division and be restricted to 70 units in length. This train will convey roadside between Gympie and Bundaberg and must be worked with a suitable van.

209 (Tues to Sat) will convey Mackay traffic loaded in ordinary rollingstock. This train will convey roadside between Gympie and Bundaberg and must be worked with a suitable van.

209 was also the train that conveyed special loads, many of these loads were "Out of Gauge" and required special instructions. Some of these loads included, wide plate steel, caravans, machinery, rain water tanks etc. In 1990 the instructions for a car & caravan travelling between Roma Street and Cairns were

1. Load must <u>not</u> enter shed over 2, 3 and 5 Roads at Roma Street.
2. Must NOT travel between Brunswick Street and Roma Street via Central.
3. Loading not to enter Maryborough Platform Roads.

In 2006, instructions for wide plate steel had no fewer than 49 do's and don'ts.

Mayne Yard Orders:- For Tuesday the 13th of March 1984 show the following arrangements for "Out of Gauge Loading:-

7209 Wed;

MS 18105 Mt Isa ex Strathpine 7012
M 19256 Ingham fwd Innisfail ex Moolabin 7027 Tuesday
M 5250 Mackay ex Moolabin 7027 Tuesday
PE 31616 Rockhampton ex Roma Street 7027 Tuesday.

MTW 19190 ex Sarina arr 7472 Wed send to Roma St 7F06 Wed.
MTW 101 Ipswich Workshop O/H Mayne to go to Roma Street 7F16 Wed.
FJS 26361 Kingaroy ex Sunshine 7943 Wed to go 7209 Thursday.

Photo:- The train in the photos consists of 22 vehicles, approx. 52 units long and comes in at 520 tons. Some wagons were scratch build, loads added (some were kits) and secured in accordance with QR regulations.

MTW Wagons

The first wagon behind the engine (DEL 1208) is an "MTW' class wagon. W/MTW wagons entered service between 1943 and 1945. The class had its own set of numbers like privately own wagons. W wagons were for conveying bag wheat and were much the same as MTW's, to assist in keeping the bags on the wagons, a 4" rail was fitted around the out edge of the floor. The wagons had a Tare of 10.5 tons and carried 26 tons. The wagons were supplied by two manufactures, Waddingtons, Granville, NSW (Numbers 1 – 500), and Evans Deakin, Brisbane (Numbers 744 – 800). Plan P 244 redrawn in 1984 (metric) and revised in 2001 shows the wagons as 12.2 m Flat Top Wagon, Commonwealth Land Transport Board. One writer indicated the "MT" was for Military Transport, while another indicated it was for Motor Transport.

Weekly Notice 47/43 (25/11/43) advised that 55 "W" wagons would be converted to sheep wagons, 50 NW double deck sheep wagons and 5 NWB sheep drover/guards vans. 1944 annual reported showed there were 356 "W", 89 "MTW, 50 NW, 5 NWB's were in traffic. 1948 more wagons were converted to NW wagons, in 1950, 50 were converted to WR rail wagons, more followed in 1957. In 1957, 272 wagons were fitted with "Draft Gear" increasing drawhook capacity, some were marked with CD in a side-on square on the sole bar. Other just had the words "Draft Gear fitted. This made them "Select" or D3 drawgear, which allowed for increased train loads.

By the mid 1950's, wheat was being transported in new 'WH" wagons in bulk. At about the same time, sugar was to be transported in bulk. Boxes were placed on MTW wagons and carried sugar to port terminals at Mackay, Townsville and Cairns. This continued to the mid 70's before new PYC wagons were built for this traffic to increase loads etc. June 1960 Annual report showed 12 W wagons, as to 24 in 59, 436 MTW's as to 398 in 59, this included 9 carrying bulk cement. 9 NW and 9 NWB's in service. 120 WR as to 70 wagons in 1959.

MTW's had a long record of service and over time were converted to carry various traffic. 1981 CME report showed all but 15 of the original numbers were still in service.

Some conversion where:-
WBC:- bulk cement (21). WM:- molasses (5 in 74 ND Tfc). MTWG :- bulk grain (17 in 79, two types of containers), WRA:- (WR with ridge control bogies). WRB:- (in sets of 5 to carry 24 m rail), KWA:- cattle wagon (100 in 77, ND Tfc), MTWC:- Containers (1976), MTS:- steel floor (1989), MTSC:- steel floor-containers, MTSF:- steel floor fast freight, these wagons were also fitted with bars for carrying vehicles. WS timber, MMTW:- maintenance wagons, some with mobile homes fitted. They were also used as skeletal wagons for concrete bridge girders, 442 was fitted with cable drums for electrification work.

MTSF with truck load at Bundaberg.

"W/MTW's' wagons were painted red oxide (QR goods wagon red) to 1969, and grey after that.
By 2000 only 3 remained in service.

MTW's were used for everything, vehicles, pipes, pineapple bins, circus trains, steel, timber to name a few, all you had to do was work out how you were going to keep the load on the wagon during travel.

On the train where are 2 MTW s, both were scratch build from styrene in about 1975, most likely my first wagons build with this new material. Buffers:- 00 ERG (Bit oversize, all that was available at the time), Bogies:- Turntable, some with K & M disc wheels, others with Steam Era spoke wheels. If construction today I would use Wuiske QRB009 or Caintode Flats CFB 3 are close to the mark if you have a few in the draw. Queen posts for the trust rod are small fish hooks cut down. Before attaching the load, you may consider weathering the floor. The grader load is a Woodland kit (D234 - white metal), when attaching the plough blade, make sure it along the grader so it fits on the wagon floor. The grader is secured by placing old sleepers under the wheels both ends, pine chocks prevent the sleepers from moving. Chain is added both ends. Various sizes of scale chains is available, I make hooks from brass rod/wire to secure the chain to both the wagon and the vehicle. The chain and hooks are secured with super glue and painted once the glue sets. If glue gets on anything like the floor, it will dry shiny, dullcote will fix that for you. This helps to keep the chain secured to the wagon when handling. In most cases, the cab was removed from the grader and secured to the floor, or placed in another suitable wagon.

The second (grey) wagon is loaded with 2 ploughs, (Life-Like, Scene Master disc plows) these are not available today. Keep your eyes open at “Buy and Sell” may find a couple at the right price. Woodlands have two tractor and plough sets with different type ploughs which would be still suitable (D207/AS 5564/AS 5565/D 208). The ploughs are secured with old sleepers and wire. The wire is cotton from the CEO’s sewing cabinet.

PX/PE Wagon

After the introduction of the MTW's, the next Platform Wagon to enter service on Queensland Railways was the PX wagon in October/November 1959, built by Commonwealth Engineering at a cost of $5,522.91 per wagon. The classification code was changed in 1964 to "PE" following the introduction of the ROA interstate coding system. "P" was 8 wheeled Platform Wagon and in the new code, "X" was for bogie exchange. "E" was given for the second letter as the wagon had a 12 ton axle load (4 x 12 = 48 t gross). Running Numbers 31609 to 31618 were allocated to the class.

The wagon tare was 12.8 t and could carry 27.8 t on all lines and 36 t on "A" class lines. Dimensions, Imperial: 32' long by 9' wide. Metric: 9750 long by 2740 wide. The wagons could carry a symmetrical load, but unlike the QFX/QFC wagons, its full load is not intended to be supported in the headstock area. The smart looking wagon was fitted with QR 11 three piece cast steel bogies with spoke wheels *(5'6" axle centres with 33½" wheels)*. The drawhooks were fitted with fixed screw coupling, thus a hook was provide under the headstock to carry the coupling then not in use. This type of couple came standard on other rollingstock for a few years, WHE's, 1460 class DEL's to name a couple. These coupling were very heavy and stiff without side movement, thus not very popular with shunters, in time most kind of came off. The drawgear was rated as D2 or Premium in the old language. Later, *(likely 69)* the wagons were fitted with red spots for express freight operations as 80 K runners. Around the mid 80's the wagons were fitted with container securing equipment and could carry a standard 20' ISO container in the centre of the wagon and fitted with auto coupling, spoke wheels were replaced with disc along the way. The single slot wagons were used on Branch lines, containers where often stuffed/loaded across the wagon floor. The truss rods were welded angle steel type arrangement. Another feature of the wagon was the headstock hand brake wheel on one end, this was just "Micky Mouse" when shunting at Roma Street.

I guess I better explain shunting Roma Street, it was a gravity yard, all downhill just like Countess Street. After a train arrived at Roma Street all the Westinghouse air was bleed from the wagons. The shunt engine *(PB in steam era or a DH after about 68)* would hook on the pull the train up into Normanby. The Shunter in Charge would control the move using a set of traffic lights hanging under College Road bridge. There was 2 sets of lights, one for the North Yard (Roads 1 to 16, these were on the Park Land side of the yard) and the second for the South Yard. Red light was stop, White light to go forward and an Amber light to come back. The shunt engine would push the train back into the yard with the Shunter in Charge cutting off wagons for the various roads. There was a hand sign for day and a light sign by night for all roads. After the wagons were cut off, the Shunter in Charge would give a sign to the Shunter to which road the wagons were to be placed, by this time the wagons were rolling freely. The Shunter would change the points and ride the wagon operating the hand brake, sometimes you could have 6 or 7 wagons in the sting, hopping off and on to apply or release brakes. Didn't take long to become a fit little digger I can tell you. The older wooden wagons with lever brakes were a lot of fun, the lever is only on one side. Sometime the Shunter in Charge would check them, if the lever dropped to the bottom he would stop the move, crawl under the wagon and place a dog spike in the hand brake chain.

Back to PE wagons, it was like winning the casket if you got a PE, you would set the road and jump up on the floor, sit on the floor with your legs hanging over the headstock, apply/releasing the brake just like a ship's captain, being roller bearing it didn't take much time before you had the wind blowing through your hair. One afternoon I was taking one down 24 Road to place under the gantry, I think 24 Road was the longest road in Roma Street, the gantry crane was next to Platform 8, about were platform 9 is today. As I turn the corner I could see there were a couple of wagons on the stop blocks, Platform 8 was packed with passengers waiting for their train. They didn't look to very happy and appeared half a sleep, so I decide I would wake them up and bring them into life. I release the brake, let it go and found a place to hide so I could watch proceeding, a few seconds later the PE slammed into the other wagons, lots of noise and dust everywhere. The PE bounced into the air along with all the waiting passengers on Platform 8. Lucky for me the wagon stay on the track, I turned and walk back up towards College Road bridge for my next wagon/s. You can see why I pulled the pin, no more fun in the job anymore????? This method of shunting is still in the Shunter's Manual and is called "Controlled Shunting", you need authority to do it. I think I may have been the last to have that authority. . The PE wagons lasted well into the 90's before being scrapped.

General Appendix 1962 clause 62; **Wagons for Heavy Machinery.** 10 PX wagons to carry 35 tons 8 cwt have been allotted, 6 to SE Division, 2 to Rockhampton, and 2 to Townsville. They are available for conveyance of heavy machinery or heavy loading. This class of wagon must not be used without the author of the relevant General Manager. Their travel with a gross weight of over 40 tons shall be restricted to those sections available for B 18 ¼ or heavier steam locomotives. However, provided the gross weight does not exceed 40 tons, i.e. with a maximum nett load of 27 tons 8 cwt, PX wagons may travel on all lines available for steam locomotives. (See Clause 67.) Clause 67 covers "Overloading of Vehicles" and "Dimensions of Load – Rolling stock". *(Maybe I will talk about that next issue in regards to a load).*

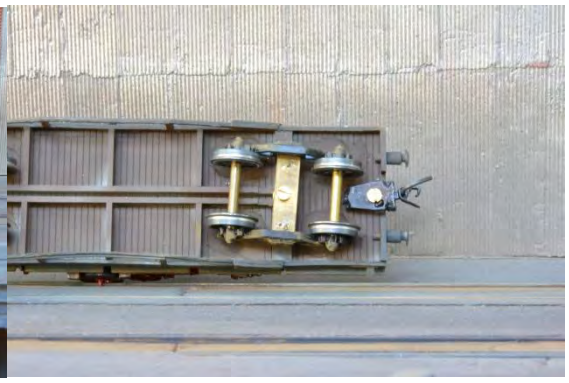
Back to 309/209 on Westgate, the train has 2 "PE" class wagons in the consist conveying farm machinery. Some time ago, I purchased two GHQ farm equipment kits. # 60-0 13 Hay Baler and a # 60-006 1940's Green 12 A Harvester. Austral Modelcraft has some GHQ kits. The biggest concerns I had was the overall width of the plant. The harvester was going to stretch the limits, the widest platform wagon on the QR network is a QFX/QFC which is 9' 4" across the floor.

On completing the harvester kit the overall width across the wheels came in as 10' 6'' (bugger). I did consider adding a wider floor using crossing timbers across the top of the wagon floor, 10' 6" was OK for a wide "Out of Gauge" load, but in jacking up the floor I was going to be to high. The grain elevator would arrived at it destination in a different shape, I don't think the customer would be to happy. It was common practice to load caravan on their axles without wheels to reduce the height. Removing the wheels the harvester came in at 9' 3" wide. I did not have a QFX and didn't feel like building one, so I decided to build at PE making the floor 9' 3" wide (3" modellers licence, if I didn't tell you, you wouldn't pick it). The wagon was built from evergreen styrene and fitted with Southern Rail bogies. Most QR manufactures have bogies that could be used. The coupling are Kadee whisker scale head type # 150. I make my own couple boxes as part of the floor which allows for the buffers and give plenty of clearance around the wheels. The harvester was placed on old sleepers and chained to the wagon, some old sleepers were also used to stop any movement along the wagon. The old sleepers are match stick painted, the pine chock are the same cut with on an angle and left unpainted.

The Hay Baler was loaded onto a 3' 6" Models PE wagon, the wagon has been on the layout for some time conveying a tractor with a slasher attached, not the best use of a PE wagon. The bogies are Steam Era XSC bogies cut back *(At the time I was able to buy bogies without wheels)* and regauged with K & S brass rectangle tube # 8262 (3/32 x 3/16) cut to 15.5 mm long, Steam Era spoke wheels were added making a very free running wagon. The couplings are Kadee H0n3 # 711/714. The method in my madness at the time was to use these couplings on hook wagons which should be marshalled towards the rear of the train. If I didn't marshal them correctly, the same thing would happen as the prototype. ??? A good one hey. They don't work the best, plus I want to run trains, not repair wagons, thus over the past few years have changed to using whisker couplings, sometimes I use the Kadee # 262 narrow boxes with the long shank # 156's to clear the buffers. I mainly buy the bulk packs without boxes.

Both wagons were weathered using Doctors Ben weathering powers applied with Isocol (rubbing alcohol available from the supermarket)



After the last issue I received quite a bit of feedback, one came from Peter Kennedy who was Manager of Special Loads in QR for many years. Here is some of what Peter had to say about modifications to PE wagons to carry special loads. You may recall I modified one for the harvester load.

In their early days I had some control of PE wagons which didn't count for much after QFC wagons were introduced. However in the early 1960s QR was asked by the Army to transport Centurion tanks (52 ton stripped for transport) from Clapham to Gympie for Tin Can Bay. PE Wagons were unsuitable as is, but I never gave up easily. I asked the CME design staff could PE wagons be strengthened to carry these 11ft 6 ins wide and 52 tons tanks. The answer was yes with considerable strengthing of the underframes, increasing the floor timbers to 2 1/2 inches thick and 9ft 4 wide. The extended timbers to be further supported by a heavy angle steel welded on the outside of the solebar. It would be necessary to change the 12TAL bogies by 15 ton axle load bogies. I arranged this by using new 15 ton axle load bogies being built for the new WHO wagons for the Mt Isa line.

The next issue was bridge loading. The loaded modified PE would be just over 16 TAL but also considerably exceeded the linear limit of 1.5 ton /ft. After lengthy consideration the Bridge Engineer approved the movement with restrictions including each loaded PE must have an empty wagon before and after over certain bridges. It was all in vein as the transport dept. would not allow the army tank transporters over the road bridges between Gympie and Tin Can Bay. The Army took the tanks by sea on LSM barges to the Bay.

Some months later the Army approached QR, this time they wanted to take 4 Centurions from Tin Can Bay to the Army tropical trials near Innisfail. They would take them to Lucinda by an LSM and hoped to road transport them to their tropical trials unit. But!! the transport dept. refused to let their loaded army tank transporters over the Herbert River Bridge. Could QR carry them the short distance from Ingham over the river and then unload them at the next

suitable unloading station, the name of which I cannot remember. QR agreed to do it, but to modify only one wagon PE31612 and conduct a shuttle between the two stations. A B18 ¼ did the 4 shuttles and was supervised by Harvey Bamford from my section. I cannot recall if the tanks were ever returned by this method but PE31612 remained in the modified condition for the rest of its life. Whether its original bogies were returned I am unaware but this movement brought home to QR the serious need for a much heavier flat wagon and I was privileged to work in conjunction with the CMEs design staff the outcome was the QFX/C wagon. Originally, I asked for 10 QFX wagons, they were so popular QR built several hundred of them. Hope this added a bit more to Arthur's great story.

SM/M wagons

This issue I going to cover the conveying/loading of motor vehicles. Prior to 1963, wheeled vehicles/cars etc. were conveyed mostly in open wagons from the "H" & "F" family of wagons. The wagon was placed beside a high level bank, most stations had a bank somewhere in the yard. The doors were dropped onto the bank, generally this was done with the assistance of a # 10 boot from inside to get the door off the stanchion pin. The door made a ramp to drive the vehicle into the wagon. To get the second car into an "H" wagon, one needed to be good at reverse parking. There was a number of four wheeled open wagons specially modified for end loading of vehicles. FM (15'), FJM (17' 6"), and FGM (20') had ends that could be folded down over the buffer to provide access for an end ramp. To secure the vehicle from movement during travel an old sleeper was place in front of the front wheel and a second sleeper was placed at the rear of the rear wheel. For wooden floor wagons the sleeper was nailed to the floor, sometime a pine chock was nail in front of the sleeper to stop it from moving. For steel floored wagons (FJS/HJS) the sleeper was braced to the end of the wagon. Two extra sleepers were placed into the wagon, one hard up at each end of the wagon, sawn mill offcuts were nailed to the sleeper under the car wheel and the sleeper at the end of the wagon. This stopped the sleepers from moving and prevented the vehicle hitting the end of the wagon during travel. Having said that, a large number of vehicles coming from the bush arrived in Brisbane without being secured. Most times the vehicle was damaged from coming in contact with the end of the wagon during shunting. During this era, all shunting was done by kicking wagons and let them go, generally they stopped when running into another wagon or the stop blocks.

A new type motor vehicle wagon brings another class of platform wagons onto the QR network. In 1963, fifty 30 foot “S” wagons were converted to carry motor cars, they were classified “SM” wagons. The wagon had four securing bars that could move along the wagon across the floor, plus each bar had two brackets (one for each side) that could move across the bar. Bar and brackets were secured with bolts and nuts, loosen off the nut and the bar/bracket was free to move to any locations. The bars were placed under the wheels (one each end) and the brackets slid into beside the wheels. Tighten up the nut and the job is finished, no need to cart old sleepers to the wagon. To get the cars on and off the wagon, six portable ramp were provide, brackets on each side at the end of the wagon carried two ramps down beside the bogies. The ramps could be used for both side and end loading. It didn’t take to long before wagons were arriving without ramps, stations loading cars would miss returning the ramps to the wagons are loading. Or maybe they were just collected their own supply of ramps. After time the brackets were removed from the wagons, they were a pain in the butt for Train Examiner’s testing trains and changing brake blocks.

It was long before the medium size car got bigger, the 30’ wagon were to short for two cars resulting in a number of 32’ “H” wagons being converted, these were classed as “SML” wagons. Likewise a number of 26’ wagons were converted and classed “SMS” wagons. Weekly Notice 34/75 (21.08.75) advised that motor car carrying wagon class SMW had entered service which was 12 192 (40’) over headstocks on the 30th July 1975. Wagon diagram 197 showed the number as 39010 and was carriage 960 underframe. The bogies had 8 x 4 journals, 1524 wheel centres and 851 mm wheels.

Weekly Notice 39/75 (25.09.75) advised entry into traffic of SMC wagons for motor cars which are 7315 (22’) over headstocks. Numbers 39011, 39012, 39013. Later 39075 was added. These wagons were cut down “Dinky Vans”. The W/N indicated the wagons were fitted with 7 x 3 bar frame bodies with 660 mm wheels. These wagons only had 2 securing bars. I’m aware of one keeping it original bogies.

In 1978 motor vehicles wagons were reclassified. W/N 48/78 (07.12.78) stated:-
The attention of all concerned is drawn to a new system of classification of motor vehicle carrying wagons. The new classification are being introduced to simplify identification of the wagons in accordance with their length. The following classes apply:-
Class MS – Wagons up to 9.5 metres over headstock.
Class M – Wagons exceeding 9.5 metres but less than 12 metres.
Class ML – Wagons exceeding 12 metres.
To comply with the new system, the following wagons will be re-classified.
"SMC" and "SMS" to "MS", "SML" to "M", "SMW" to "ML". *(Going on that. "SM" (30' or 9.144) wagons became "MS" wagons)*
Wagon Diagrams P 358, P 359 and P360 were issued.

Conversion continued, in 1978, M 40211 entered service being converted from a CMIS 30912, 9755mm long by 2440 mm wide, Plan P359A shows the wagon was fitted with C.L.T.B. bogies (MTW style), 1525 wheel centres, 8 x 4 journals with 660 dia. wheels.

Plan 360 A shows 1978 M 40212 converted from carriage 949 underframe, 15 240 long by 2590 wide. Bogies were pressed steel 1750 wheel centres, 8 x 4 journals with 915 dia wheels. I guess there may have been many more, finally in 1984 QR caught up with their southern mates with the introduction of the "Six Pack" double deck DDM 43579 wagon.

The "M" wagons lasted until the disposal of wooden wagons in the later 80's. HO/HOF wagons with damaged side/ends were cut down to platform wagons. Securing bars were added much the same as the "M" wagons and classed PHO wagons. These wagons could carry much heavier loads (42 t) and could run on express freight service, more with the requirement of that era operations.

Operations:-
Once again I will go back "Mayne Yard Orders" for Tuesday 13th of March 1984 to give some idea on the movement of these wagons.
7483 Tues. Nambour 1 M (must be M)
7491 Tues. Pomona 1 MS.
7495 Wed. Caboolture 1 M.
7F02 Wed. Rocklea 1 M (must be M). G.M.H. (Acacia Ridge) All "M" class after orders.
7506 Wed. Wacol MS.
7105 Wed. Strathpine 1 M.

These wagons were also used for other traffic, loading of machinery, plant, tractor, rain water tanks etc. They were used a runners/cover wagons for long loads as well.

309/209 on Westgate:-
The train has 5 wagons falling into is class group of wagons. All were built from Evergreen styrene sheet and strip. All are fitted with Caintode Flats bogies, some have the 4' bar frame, others have the 5' bar frame bogie. All have 2' 2" wheels. Archer rivet decals were used for the solebar detail. I only have one packet of double row for tankers. I was able to cut down the centre of the row and then cut off a pair for adding the wagon. Maybe a bit small, but very easy to do and effective. The wagons were painted black, to try something new I used "Tru – Color" weathered black (Austral Modelcraft) thinned with acetone.

Loads:-

Wagon 1. SML is loaded with 2 Holdens, they are Road Ragers Cooee Classic EH Panel Van and EJ Ute. Not that much different between the two cars to hold the era, the EJ was loaded as the second vehicle to hide the front of the grill ?? The wagon has the ramps in the brackets. The vehicles are secured to the wagon using the securing bars fitted to the wagon.

Wagon 2. SML is loaded with 2 Land Rovers, these were “Herpa” desert units which were repainted grey to give that Aussie look. Maybe a little later in era. The vehicles are secured to the wagon using the securing bars fitted to the wagon.

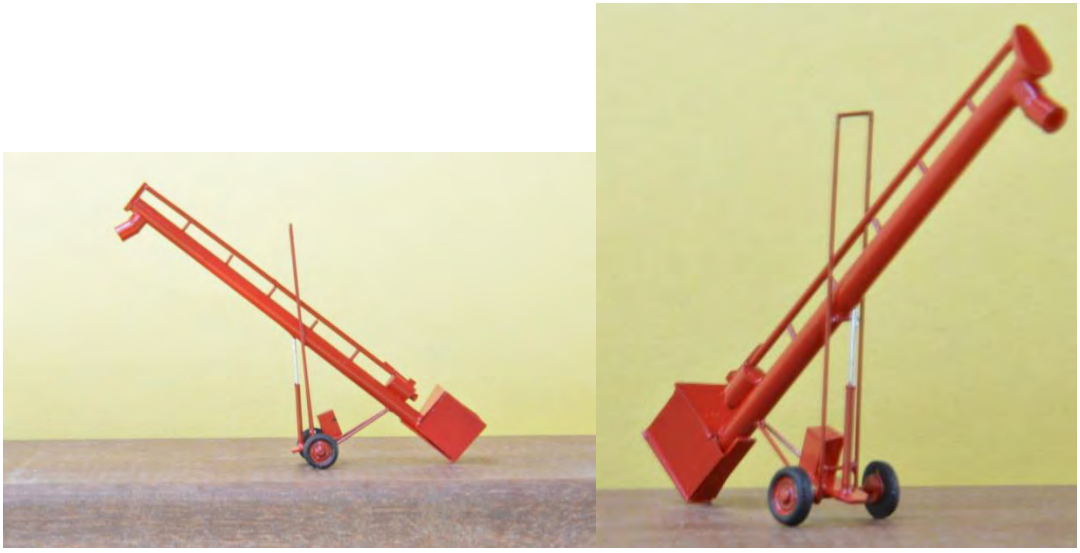
Wagon 3. SM with caravan load. When I worked at Rocklea, loading caravan occurred just about every day, there were two caravan sale yards on Ipswich Road. A lot of their sales were

to country areas and the vans were railed west and north. The van is a “Viking” model some years old which was repainted to reflect the 60/70’s era. Securing bars are used each side of the tandem wheels like a car, the other two bars hold a sleeper on its side to support the tow bar with some additional sawn mill off cuts for packing. The tow bar is chained to the securing bars, scale chain was used. The rear end of the van was secured with galvanised round wire (good old # 8 has another use), cotton for the ECO’s sewing cabinet was used. (Bugger, it still sitting on the bench, I better return it before to long).

Caravans with A/C unit or a little higher than standard were loaded with their wheels removed. The axles would sit on sleepers and chained to the wagon. At times these vans were also loaded onto well wagons. The PJW was often used for this traffic.

Wagon 4. SML is loaded with 2 small caravans, I think they are “Viking”, been in the box for a long time, like about were repainted and loaded in the same manner.

Wagon 5. SM wagon with grain auger. The auger was scratch built with Evergreen styrene and brass round wire.
Materials used for building the auger are as follows.
Auger:- Evergreen ⅛" Tube x 80mm long.
End shoot and electric motor :- Evergreen 3/32" Tube. Drive shaft:- Evergreen .040 Rod.
Drive shaft supports:- .Evergreen 030 Rod. Top Driver cover:- .040 Styrene sheet form into teardrop.
Frame:- Formed from .020 brass rod and soldered.
Electrical Box:- Evergreen .125 x .125 moulted on piece of .020 styrene sheet which sat on the wheel axles and frame, also gave a mounting place for the lifting ram.
Lifting ram:- 1mm K&S brass with .020 rod inserted for piston.
Wheels/Axle:- Ripped of a car from the Corn Flake packet. Wheels off any vehicle would be OK. (Cheap cars from a Buy & Sell etc.).
Hopper:- .015 styrene sheet, a few balls of lead shot was added to keep the thing upright if required for yard operation.
Paint to colour of choice, I have Blue, Red, Green & Yellow. (Different manufactures ???)



This load may look to be to high and be "Out of Gauge". Most rail networks have various gauges which allow trains to operate without running into trouble, Structure, Rollingstock, Loading gauges. The 1962 General Appendix shows the loading gauge upper limit at 12' 6" (from rail level) provided the load is within 10" of the track centres. At sounds great, but when out in the sticks and going to pick up this load, you don't have a tape in our back pocket. If you pick up the wagon and the next bridge remodels/shapes the auger, it's done come Monday. Out in the field, high/wide loads were sized up with other rollingstock. Most DEL cabs were 12' 6" high, some a just a little higher. Most were also on the limit for width at around 9'. QLX/ALY's were just over 12' high and were on the limit over the door runner at 9' 4". If you considered the load to be to high, leave it behind and report the matter to the Station Master or Train Controller.

“P” Wagons.

“P” Wagons were listed in the original wagon classification code introduced in 1890 as an 8 wheeled platform wagons. Other railway owner/operators may call this type of wagon a flat car or flat trucks. The term “Flats” was used in Queensland shunting yards, but it referred to open wagons (H/F class wagons). Yard Orders for Monday could say hold 10 F of Flats for wool and place on ramp for 7 AM loading Tuesday. It was up to the Shunter in Charge to select the wagons from empties on hand. “F” was the unit length of the smallest wagon in traffic, a 4 wheeled “F” wagon which was 15 foot long. An “H” wagon was 2 F, thus the Shunter in Charge could place 5 H wagons or 8 FJS to fill orders. The unit was also used for making up trains, the maximum length of train hauled by a PB15 engine was 60 F. With the introduction of metric measure in the early 70’s the term was changed to a “unit” which was 5 metres. The maximum length of a train without an authority was 90 units. In the 90’s train lengths measure changed again, this time it was actual metres, i.e., a 2400 class DEL of 3.6 units became 18 metres (The unit length by 5 was close to the mark). The maximum length of train for a single DEL became 650 metres. This length of train did cause a few wagon braking issues with older wagons being marshalled on the rear, resulting in instructions being issued to which class of wagon that could be marshalled at the back of a train. Longer train can run subject to approval and could vary from line to line. Today trains have 2 lengths, static length of the vehicle and the stretched length taking into account drawgear movement within the train. A train of 40 wagons has approx. 1 wagon of slack within the drawgear/draft packs etc. I’m getting off the subject, so back to “P” wagons.

The QR plan book has the following plans

P 176 (Originally 61) dated 5/1/14. 32’ long x 8’ wide, bar frame bogies with 4’ wheel centres, 2’ 2” wheels with 7x3 journals. Ave Tare 7 ton 11 cwt, carry 12 Ton 9 cwt. Gross 20 tons.

P 177 (Originally 62) dated 22/2/16. 32’ long x 8’ wide, bar frame bogies with 4’ 9” wheel centres, 2’ 9½” wheels with 8x4 journals, Ave Trae 9 ton 16 cwt, carry 22 ton 4 cwt. Gross 32 tons.

P 178 (Originally 63) PJ 12125. 32’ long x 8’ 9” wide, bar frame bogies with 5’ wheel centres, 2’ 2” wheels with 8x4 journals.

P 181 PTH wagons, converted from PT class in 1938. Underframe 22’ by 7’ 9” fitted with sides 3’ 6” high, centre door 8’ long by 2’ 6” high.

PTH Toowoomba 1974

PTH Ipswich Workshop 1979.

In 1969 most wooden Jumbo (J) wagons on the QR network were reclassed and had their carrying capacity down rated to 20 ton gross, PJ wagons became P wagons. This resulted in the heaver wagons carrying less than the original wagons of the class.

The “P” wagons were not big in numbers but were quite a mix with some having special use, below is some info I could find.

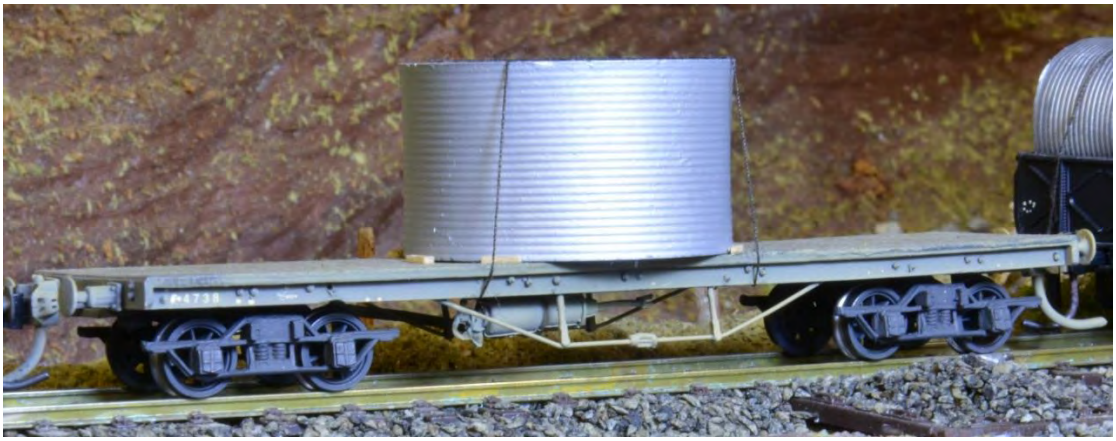
Class	June 59	June 60
P	8	8
PJ	2	2
PJM	1	1
PT	19	8
PTH	3	3
PWT	2	0
PX / PE	0	10

The 1982 Rollingstock Book showed 3 PH wagons in traffic.

PH Yeerongpilly 1979

On Westgate, train 309/209 has 2 “P” wagons.

Wagon 1. “P” wagon with rain water tank. The wagon was scratch build using Evergreen styrene, Caintode Flats bogies with Kadee whisker 158 coupling. The coupler box were built into the floor during construction. I was given the CGI tank, it is 10’ 6” wide and looked too big to go beside a house. Wide “Out of Gauge” tanks were regularly consigned from Beaudesert. Saw mill offcuts were place over the bottom rim of the tank and nailed to the wagon floor clear of the tank. Rope (cotton) was placed over the top to add extra securing. The FJS wagon following has also been loaded with smaller tanks on their sides.



Wagon 2. “PJ” Wagon with 2 Tractor was built in the same manner at the P wagon above. The tractors were picked up at a buy & sell, and repainted. One was fitted with a blade on the front, a canopy for the operator and a slasher on the back, all items were knocked up from styrene. The tractors were secured with sleepers and chain.

Wooden 8 wheeled "P" Wagons

Class	Length	Width	Tare	Carry	Remarks
P	26'	7' 6"	6 T 9 C	13 T 11C	Approx. 32 in service. 4' Bar frame bogie
P	30'	7' 6"	6 T 19 C	13 T 1C	Approx. 5 in service. 4' Bar frame bogie
P	32'	7' 6"	6 T 7C	13T 13c	Approx. 21 in Service. 4' Bar frame bogie
P	26'	7' 6"	6 T 13 C	13 T 7 C	Approx. 10 in Service. 4' Bar frame bogie
P	32'	8'	7T 11 C	12T 9C	Approx. 8 in Service. 4' Bar frame bogie
PH	26'	6' 4"	7 T	25T	1 in Service No. 2172. 5' bar frame bogie
PJ	32'	8'	9T 7C	22T 13C	3 in Service. BF bogie with 4' 9" wheel centres 33½" wheels.
PJ	30'	7' 6"	7 T	27 T	1 in Service. BF bogie 5' wheel centres 33½" wheels. Reclassed to PH
PJ	32'	8'	10T 12C	21T 8C	# 12125 Timber chocks for boilers. BF bogie 5' wheel centres 26" wheels.
PJ / PH	26'	7' 6"	7T	25T	1 of each. BF bogie 5' wheel centres 26" wheels.
PJ / PH	32'	8'	9T 10C	22 T 10C	1 of each. BF bogie 5' wheel centres 26" wheels.
PJC	50'	8' 6"	12 T 4 C	19T 16 C	# 32669-32673. Bogies 5' wheel centres 33½" wheels. Converted from carriages for cars?? 1963.
PJM	32'	8'	9T 6 C	22T 14C	# 18536 Drop centre floor.
PT	22'	7' 9"	10T 7 C	21T 13C	12 in service. Bogies 5' wheel centres 33½" wheels. T for Tank/Traction. ??
PTH	22'	8'	10T 11C	21T 9C	7 in Service, 3' 6" sides with a 2' 6" centre door. BF bogie 5' wheel centres 33½" wheels. # 19091 converted to Ipswich W/S shunt runner. H/B wheel on headstock.
PWT	22"	9' 2"	9T 13C	22T 7C	12 in Service. Bogies 5' wheel centres 33½" wheels.
PWX	40'	8' 9"	11 T 5C	28T 15C	#29397 – 29399. Bogies 5' wheel centres 26" wheels. (Numbers suggest about early 50')?? QR Plan # 351 for PWE not in my book)

P and PJ wagons had an approval in the General Appendix for an overload of 1½tons.

With the introduction of bigger steel wagons in the mid 60's (QFX), not many wooden "P" wagons made it past the end of steam. In the early 70's the "P" classification took on a new meaning. At the start most were cut down steel wagons to carry one ISO container, then 2 containers. As always there were a few exceptions along the way.

Other wagons in the "P" classification. Well Wagons.

Class	Length	Width	Tare	Carry	Remarks
PJW 30700	13 720	2 310	17.3 t	37.5 t	4 950 Well, 6 wheel bogies, No Westinghouse brakes. Max. load with approval 44.7 t.
PWZ 31608	63' 8"	7' 5"	26T 17c	69T 3c	Built 1959. 19' 4" Well. 2 x QR 9 bogies each end. Red Circle when empty. Various restrictions during travel.
PWZ/T 38287	20 395	2310	31.2t	91.4t	Built 1975, 5 865 Well, 2 x QR 33 bogies each end. Red Circle when empty. Various restrictions during travel.

Class	Length	Width	Tare	Carry	Remarks
PB	12 190	2754	14.0t	26.6t	Particle Board, ex BLC (1983/7)
PCL	12190	2590	12 t	24.6t	Container , ex BLC (1979)
PST	12 190	2590	18.3	12m³	DEL Sand, 4 bins. Ex BLC
PR	12190	2590	12.1t	28 t	Runner, converted from BLC (1984)
PRB	12190	2590	13.T	23.6	Runner. Rail recovery. Ex BLC. (1985)
PM	12190	2590	15.2	22.5	Tank Fitted for Molasses. Ex BLC (1983) Various sizes.
PRM	9754		16.5t	15t	Fitted with securing bars for vehicles. Converted from BBV Brake Vans. (1991)
PC	12320	2438	10.7t	26t	Converted from HJS/HRC for Transiflat or Containers.
PCR	12320	2438	10.7t	26t	Power Pack, used on the Westlander Quilpie Connection.
PCC	20’	8’ 3”	13t 10c	22t 10c	Cement/Copper Anodes Mt Isa Line Ex HJS (1969)
PFC/ PFCF	9750	2438	9.8 / 8.7	24/26t	Austral Pacific Fertilizer, 20’ container with tippler frame. Ex HJS (1979). “F” for Fast Freight
PCS/ PCSS	9750	2654	9.7t	25.0t	Converted from HJS for Container. Steadman side transfer frame (PSCC have retractable legs) (1970)
PFCC	9750	2440	13.7	20.8	Cement Container. Darra to SWD. Ex HJS (74)
PJS	9750	2546	10.5t	24.3t	Converted HJS. MPJS when ends removed & stencilled Ipswich – Moolabin Only. PJSF Red Spot wagon (1989)
PTM	9750	2438	13t	23t	Fitted with Molasses tanks from PM/HM/SJ/ Ex HJS (1988) Mackay Area.
PCE	9750	2415	9.1t	20.3t	Converted from CLC & CMIS wagons (1978)
PT	9750	2285	9.5t	25.6t	Carry 2 transformer or 1 x 20’ ISO Container (1986) 1 in service
PCW	9750	2285	13.5t	9 660 L	Converted from CMIS. Water Tank ex SGW (1984)
PS	9750		17t	12m³	DEL Sand, 4 bins. Ex CMIS
PCCL	12260	2285	17.3	22.3t	Cement/Copper Anodes Mt Isa Line Ex CMIS (80)
PCY	12650	2440	14.1t	34.7t	Converted from damaged QLX’s. Can carry 2 x 20’ @ 20.3 t ISO Containers on A & S class lines. 1978. 3 in service
PCYK	12650	2440	14.5	34.3	Converted QLX, prototype cattle containers (89)
PF 34269	43’	9’ 3¾”	13t 2c	23t 2c	Can be fitted with pneumatic discharge eqp for flour or slide gates for Malt. In Service 1968.
PWE	6860	2360	6.9	13.1	Well 3660. Electrification work train.
PYC	12190	2510	14 t	34.8 t	2 x 20’ Containers/4 Sugar Boxes/Transiflat/QRRC/SRC container (1974)
PYCL	12190	2510	14 t	34.8 t	High Li Twists locks for Transiflat (1978)
PYCM	12190	2510	14 t	34.8 t	Alter Couple release lever for Mackay Sugar (71)
PYCC	12190	2510	14 t	34.8 t	PYCM not require for Sugar Tfc
2009/10, a number of PYC’s were modified for carrying pipes. PYCP, PYCCP, PYCLP, PYCMP					
PYCP	12190	2510	14 t	34.8 t	Red Diamond for Passenger Trains.
PYCR	12190	2510	13.9	22.7	Power pack, 1 QRPC Container
PHY	13110	2286	18.4	44.6	Concentrate wagons, must the same as WHO wagons without doors (1991)

Class	Length	Width	Tare	Carry	Remarks
PSC	13230	2440	10.9	208 sheep	Converted from WHE and fitted with 2 Westrail sheep containers (1989). Goodbye NA Wagons.
PO	16740	2590	20t	43.	Converted from damaged CLO. 1 in service (1990)
PCO	13 440	2430	14.5t	48.5t	1986. Fitted with buffers. 2 x 20' containers
PCOP	13 440	2430	14.5t	48.5t	1989 Red Diamond 100 Km/h. Dummy buffers Converted to PCUY
PCOY	13 440	2430	14.5t	48.5t	Converted to PCUY. Red Spot 100 Km/h
PCBY	13 440	2430	14.5t	48.5t	Bitumen Containers BP Aust Ex PCOY
PJZY	13 440	2430	14.5t	65.5t	PCUY fitted with QR 59 Barber Bogie, 80t gross
PCUY	13 440	2430	14.5t	68.5t	PCO/PCOP/PCOY North Coast upgrade. Red Spot 100 Km/h runners
Approx. 2010 a number of PCUY's were modified to carry pipes, PCUYP. Some are now carrying low sided open containers for ballast spoil. Good bye HSA wagons.					
PCUM	13 440	2430	14.5t	48.5t	Mod for Mackay Sugar Tfc.
PCZY	13900	2440	15.8t	64.2	46000 series
PCZY	14700	2440	15.8	64.2	48000 series. PAZY automatic twistlocks
PRZY	14700	2440	16.5t	63.5	Bar coupled in a set of 3. Wagon fitted with electrical equipment for powering fridge containers (1997)
PFO	15240	2750	20.2t	42.8t	Converted from QFC for steel traffic
PFU	15240	2750	20.2t	42.8t	Converted from QFC for steel traffic, altered bolster arrangement/chain winches
PHO	14 100	2394	18 t	45	Converted damaged HO/HOF (1988) Securing bar for vehicle, PHOA Buffer removed PHOAS Steel floors.
PWA	12190	2290	10t	29.7	Pineapple/Fruit Bins. Ex WHA
PW	12 190	2440	13.8t	26.2t	Loco Bogies. Ex WHE (1989)
PWH	12 190	2440	11.4	33.5t	Pineapple /Fruit Bins Ex WHE (1990)
PSS	17' 6"	7' 10¾"	7.8	13.5t	Ex FET/FJS (1974) DEL Sand

.

PCC wagon (Townsville Mt Isa Tfc)

PF Malt Tfc (Cairns Toowoomba)

PWH Pineapple Bins

PTS Loco Sand

PCZY

PCBY

PCR Charleville Quilpie Flying Flea

PSC Sheep

PYC

PFU

PCOP

PYCK

PFCC

PHO

PM

PTM

PB

PCWT

PCE

PYCK (Type 2)

PCO Wallangarra

PCUY. ND Fuel Tfc, Tank ex VR

PCS

PC

PFCF

Quite a few are having various comments about the series, before I move on Peter Kennedy has more info on PJC wagons and their uses. Peter wore a few different caps when working for QR. Another role he performed was a member of the rollingstock committee. Peter comments, Hello Arthur, *Great stuff again I enjoy reading your history. I would like to add a little more about PJC wagons. Probably in the mid-sixties a new type of galv iron roofing came on the market under the trade name of ''klipklock''in long strips and initially were conveyed on 32' P type or 40' MTW wagons., Gradually the lengths of this strip roofing increased and we found 50ft lengths could be carried on 40ft. MTW wagons by extending 5ft beyond each end of the wagon and using a runner wagon each end for which the customer paid an extra 2 tons freight for each runner wagon. Obviously the customer didn't like paying for otherwise empty runner wagons, also we dislikes using 3 wagons for little payload. I found out older timber carriages on 50 ft. steel underframes were being scrapped and we saw an answer. Several 50ft carriages steel underframes were timber decked as flat wagons and used for 50 ft. roofing and classified as PJC wagons. As these underframes were rather weak they were restricted to 10ton capacity. Soon however we were asked to carry 60 ft. lengths of roofing and again we used two runner wagons and a PJC. It should be noted that 5ft was the max. length of unsupported roofing extending beyond the end of the wagon before the risk of buckling may occur. Again we were asked to take longer lengths. To achieve this we made up several ''outriggers" were made from 60lbs rails bolted to the ends of QFC wagons and projecting a further 5ft beyond each end so that the overall length of the wagon was 60 ft. and allowing for 5ft. unsupported overhang each we could carry ''Kliplock'' roofing up to 70ft max length again using a runner each end. Because of the increased mass of the roofing as it got longer we needed to use QFC wagons as the mass of the roofing exceeded the 10ton load limit on PJC wagons. Reference to para 14.1 of the ''loading booklet'' will explain more. When not needed the ''outriggers'' were removed from the QFC wagons allowing them to return to normal use. The PJC wagons were also seen as a suitable light weight low capacity wagons suitable for motorcars and were fitted with car restraining bars and reclassified MPJC. Later more 50 ft. carriage steel underframes were modified for car traffic and classed ML*.

Another question was asked about the dummy buffers on PCOY/PCUY wagons, where they used to prevent buffer locking.

I think there are two separate issues, 1 Buffer Locking and 2 Dummy Buffers.

Buffer locking is when one buffer goes behind the face of other buffer. Generally it happens on a curve and there is some force involved. QR had various buffer types and sized buffer heads. Get the wrong two together and you are in trouble. To separate them could be a big job subject to the type of buffer involved.

In regards to dummy buffers QR had 3 main types of drawgear.

1. Draw hook with coupling, buffers kept the two wagons apart.
2. Auto coupling with transition coupling which allowed drawhook wagons to be coupled and once again buffers kept them apart.
3. Auto coupling without buffers. (Only to be couple to other auto wagons).

Auto wagons without buffers were not to be coupled to drawhook wagons. If the two did come together the buffers would hit the headstock of the auto wagon. In the shunting yard these wagons were referred to us “Pollies” (not sure if that correct spelling), but it came from Poll Hereford cattle, a beast without horns). I did not see an official reason for dummy buffers, but my 2 + 2 is. As stated above if a buffer wagon was marshalled next to a pollie wagon the buffer would hit the headstock. In doing this the buffers would smash equipment on the headstock, i.e. Auto release levers, brake pipe cocks, hose bags and the brake pipe itself. Should this happen, the vehicle would require a by-pass hose, but most time it was removed from the train and taken to shops.

A bite of Trivia, in the steam day’s drivers called the brake pipe (the pipe that runs from one end of a wagon to the other to carry the air for the braking system) the train line.

I guess there were various incidents where dummies were used. Another I recall was the 2140 class DEL’s in Townsville. Photo attach just think what damage could be caused if a pair of buffer hit the headstock on a DEL. Townsville Loco Depot in the 80’s had Yanks, Paw Paws, 1200/1400/1450’s. I guess it was not long before the 2 came together. AC cars / 1900 class Rail Car had buffer stops that fitted behind the buffer beam. Tongue type transition coupling was fitted into the auto coupler. This operation was allowed for shunting in yards and depots. When carriages were being transferred between depots the AC cars were to be marshalled immediately in front of the brake van. Up until the mid 90’s, AC cars were transferred between depots on Goods/Freight trains. Steel Suburban cars had adjustable dummy buffer. In for normal operations in sets and coupled to other auto vehicles and out for when a transition couple was in use.

The next development in Platform Wagons came along in 1965 with the introduction of the Commonwealth Engineering build QFX wagons. Some QR documentation refer to this wagon as a PO. Their entry to service was around the time the RoA classification codes were be introduced. Thus Q – Queensland, F – Flat, X – Bogie Exchangeable. The wagons had drawhooks of Premium classification which later became known as D2, and 18" self-contained buffers. Running Numbers 33008 – 33107. In the mid 70's the wagons were fitted with auto couples, during the fitting period they were classified QFXT. After all wagons were fitted with autos the class reverted back to QFX.

The wagon was 50 ft. long (3.3 metric units) and the hardwood deck was 9 ft. 4 in. wide (The maximum limit of the rollingstock gauge). Two type of removable stanchions could be fitted to the wagon, 8 ft. 7/8 in. between straight stanchions and 8 ft. 10 ins. between set (goose neck) stanchions. Stanchion pockets and lashing brackets/rings were every 5 ft. along the wagon side, there was also 4 across each end. The wagon tare was approx. 18 T 5 C, Carry A & S Lines (15.75T Axle Load +) 43 T 15 C, some B Lines (12 Axle Load) 29T 15C, on B Lines (10T Axle Load) 21T 15C. Cast steel QR 18 bogies, with 5 ft. 6 in. wheel centres and 2 ft. 9½ in wheels was fitted to the wagon. The drawing indicated the wagon can be fitted with standard gauge bogies.

The big plus for these wagons was they were designed to carry their maximum load supported symmetrically either solely at the headstock or concentrated near the centre section of the wagon. Alternatively the maximum loading may be concentrated symmetrically at other positions on the wagon. i.e. above the bogies centres, or above the centre sill or above the various underframe cross members. This makes the wagon very suitable for heavy machine and end loading of same.

It didn't take long (67/68) before other jobs were found for the class, 4 wagons (33017, 33035, 33059, 33085) were fitted with mounting plates for ISO containers. Other followed as more container traffic came available. The container mounts were at each end of the wagon and when loaded with one container, the containers was to be loaded on the hand brake end of the wagon. If the container was loaded on the other end, the wagon would brake as a loaded wagon resulting in flat wheels. QFX 33050 was used as a drum wagon for electrification.

It didn't take long before more were built, all came fitted for containers mounting plates and were class QFC wagons. QFCA in 89 when buffers were removed.

1969 Nos 34424 – 34498 fitted with QR 27 bogies
1971/72 Nos 35660 – 35809 fitted with QR 18 A bogies
1973 Nos 36676 – 36725 fitted with QR 18 A bogies
1975 Nos 37879 – 37953 fitted with QR 27 A bogies
1975/76 Nos 38555 – 38654 fitted with QR 27 A bogies
Various modification continued for other traffic,

QR for welded rail in a set of 7 wagons, 1 set in 1973 mostly QFX wagons (33041, 33061, 33062, 33053, 33079, 33084, 33097), a second set followed later. The wagons were for carrying 360 ft. (110 metre) welded rail (18 across by 3 high, subject to rail size). Uncoupling rods removed from intermediate ends. The wagons were red spot (80 Km/h freight) when empty. The plan indicates a board painted yellow for lining up ends of rails was painted across the end wagons. Also, wagons had 50 mm wide yellow band painted full length of the solebar stencilled "Returned to Banyo Workshops when unloaded. In later years there was no yellow band.

QFP for Pozzolance Flyash Traffic, converted from QFXs 33008, 33025, 33037, 33056, 33057, 33058, 33060, 33083, 33096, 33098. Floor removed each end to accommodate 4 x 10 T cylinder type bins. A couple had 3 bins and remained QFX (33013, 33018)

QPC 38633 Cairns

QFQ 34496 Cairns

QFQ 35764

QPX 33067

QRG/QRGE Rail Recovery Wagons, 2 sets of 7 wagons. W/N 1/86 (2-1-86) shows Rail Recovery Gantry Train consists of 7 QRG wagons (33018, 33065, 34441, 35669, 35712, 35723, 38612), 1 QLP 37035 (ex QLX), 111 PRB 44997 (ex BLC) wagons will soon entre service. This train consist will be responsible for the recovery, loading and transport of discarded rail which has been replaced by new rail during track laying operations. The QRG wagons, previously "QR" wagons (?? Numbers suggest QFX/QFC's), have been fitted with gantry support bearings, four fixed stanchions, and electrical control equipment. The QLP wagons contains a power unit at one end of the wagon and racks for storage of gantry components at the other end. The PRB wagon is fitted with support brackets for carrying frames. Both sets were still at Banyo in 2010, seven of the better wagons were transport by road to Rockhampton Workshop for work wagons, the rest were scrapped.

QFQ Bulk Cement, most converted around 83/84. Converted from both QFX/C wagons.

8 wagons with 8 x 5 T bins. (5 T bins were the same styles as SBC/WBC/HJC/FJC).
7 wagons with 4 x 10 T cylinder type bins.
8 wagons with 2 x 10 T cylinder type bins and 4 x 5 T standard bins.
4 wagons with 1 x 40 T cylinder tank.

QFS steel floor and suitable for motor vehicles.

QFCR converted from QFX/QFC, fitted with electric feeder for powering refrigerated containers. (1971). All wagons were fitted with auto couplings and bifurcated train pipe (Brake pipe/cocks/hose bags both sides of the coupling).

QFCS has 8 fixed spigots welded mounted plates for 20 ft. containers. (1967)

IRG/IRGE rail recovery wagons, 2 set of 7 wagons.

QFSR fitted with electric feeder for powering refrigerated containers (steel deck). After the introduction of the PRZY wagons some found their way onto the CD weight bridge train.

100 QC commenced entering service in 1987, the timber deck was removed, container securing moved to load container between the bogies. This increased the single container load to 27 tonnes. QFC position for a single container only allow 23 ton (A Class Lines).

W/N 10/89 (9-3-89) QFC to QFCA and QC to QCA. A number of QFCA wagons are now in service, with the buffers removed. QCA wagons will also be sent to traffic without buffers. When all these wagons, with buffers removed, they will revert to their original QFC and QC designations (?? Did they ??). These bufferless autocoupler wagon **must not** be coupled to drawhook wagons. Steel pads are welded to the coupler to prevent the attachment of transition couplings. W/N 13/89 (30-03-89) referred to QGX reclassed to QGA with the removal of buffers.

The wagons frames were designed to carry more than 43T subject to suitable bogies being fitted and track upgrading, with the NC Line upgrade to 20 axle load it was suggested but didn't come off. During their life many suffered headstock corrosion/rust from carrying salted skins in containers. A number of wagons had the end sections replaced during overhauls. The class served QR well and were the back bone of heavy haul from the mid 60's to about 2010. Only a few wagons of the class remain today. Still in traffic are 2 sets of QR welded rail wagons, 1 set of IRG/E recovery rail wagons, QFRS wagons on the weight bridge train and a few QFC's in maintenance traffic. A number of PFU were in storage.

On Westgate 209 has 3 QFC wagons running as a set, 2 have over length pipes, and third is a loaded runner. PFO/PFU's used in the BHP steel traffic was used in the manner. For some long loads of steel beams, they would overhang both end of a wagon and load the runner on each end.

The 3 wagons are Far North Hobbies Kits fitted with Steam Era wheels and bogies cut down for 12 mm operation. A first I had 2 wagons loaded with containers and 1 with army APC's. Various attempts were made to keep the wagon straight without any luck. Currently the wagons have a square brass bar glued and screwed to the floor. The load is build up around the bar hiding it from the viewer. So far so good, the wagons often run at the front of the train without any trouble. The yellow pipes are plastic balloon sticks, next time you are at Bunnings with the kids and they are handing out balloons, grab a hand full of the sticks the balloons are attached too. I also have some that are white. The runner load is made from styrene sheet, rod and shapes.

When loading steel/pipes etc, dunnage is placed between each row, today dunnage used is 4" x 4" hardwood. The main reason being it is hard to put the wrong side down using square timber. As each row is built up, the dunnage is place in the same position for each row. I cut down match sticks for the dunnage and chocks each side of the pipe. Securing equipment / chains etc. go over the load beside the dunnage to make a tight unit. I used 40 links/inch scale chain to securing all wagons. Not all chains go over all pipes, some have been belly wrapped.

When loading our wagon, keep the load within the loading gauge. DEL cab/QLX/ALY are all good tools to gauge your load.

That completes all the Platform Wagons on the train. To finish off the series I will go back to the start where the train carried out roadside duties and cover the differences between shunts, roadside and tranship wagons.

Following on with the QFX/C's, Peter has given me some details in regards to loading prestressed concrete girders on QFX/C wagons. This will offer a something different to model.

Perhaps I may enlarge slightly and that is the use of QFC wagons for long prestressed concrete (PSC) girders. As PSC girders entered the world of bridge construction they brought many advantages over steel in bridge building but their transport brought far more problems than steel girders. The real strength of PSC girders is in the heavy steel cables within the

concrete. These cables were highly stretched and provided the hidden strength. Because of the stresses in the steel cable these girders must only be supported at or within one metre of each end.

QFC wagons were 15.2 metres long so the max length of a PSC girder could not exceed 17 metres in overall length on a QFC when the supports were positioned at each end of the wagon. Obviously QR, was soon asked to convey longer lengths. It appeared the only method was to mount swivel bolsters, one on each of two QFCs. We had moved long logs in the past using swivel bolsters. See General Appendix 1950 pages 211-215. These swivel bolsters were far simpler than the sophisticated method required to move long and very fragile PSC girders. While both bolsters obviously had to swivel on curves, one also had to slide longitudinally so that when the train was reversed the draft gear between the two QFCs compressed and one swivel slid along a flat slotted plate to allow for this. The next problem was the twisting effect when the leading wagon of the pair of carrying wagon entered the cant ramp at the beginning of a curve and the following wagon was still level then a twisting reaction would twist the girder and destroy the concrete. To overcome this one end of the girder had to sit on a rocking base plate located within the swivel bolster.

To secure the girders to the wagon the only place to chain down the load was to chain the girder to the swivel bolster only to allow free movement of the girder/s. We believed this was not sufficient as we carried single girder up to 52 ton each or 3 girders at 21 ton each. To adequately secure the girders vertical steel rods 1.5 inches in dia were screwed into the swivel bolsters and a heavy timber placed atop the girder/s and bolted down using the vertical rods. When more than one girder was carried on a pair of swivelled bolsters on QFCs then each girder sat on its own rocker plate. While “I” Beam PSC girders have a high level of strength vertically they have little strength laterally and it was necessary to place some form of lateral stiffing to overcome lateral deflection in transit in the form of a timber or steel truss. Care had to be taken with the positioning of the swivel bolsters on the QFC wagons to ensure that the bogie at either end of the wagon were not overloaded. The amount of centre throw was also calculated to ensure the outside edge of girder at the centre stayed within the width limits for loading on sharp curves. To stay within the width and axleload limits of very long girders a PE wagon was sometimes necessary placed between the QFC’s as a runner. At the busiest times up to 9 sets of swivel bolsters using 18 QFC wagons were in use, in slack times they were unbolted from the QFCs and the wagons returned to normal traffic. The conveyance of long PSC girders was planned conjointly by QR special loads section, the Rollingstock design staff of the C.M.E branch and the PSC bridge design Engineer from the Main roads Dept. and the makers of the early girders, ‘’Dowstress’’ at Wacol. All this may be too much for some readers but perhaps a challenge to the serious model maker to produce a model of two QFC wagons fitted with the above described gear carrying a long large PSC girder.

Roadside, Tranship Wagons and Shunts.

To understand these three railway activities lets first look at QR business. Before the mid-1980s, QR was a common carrier, in other words in short it was to convey freight to all locations on the network. QR operated two business arms under two by-laws.

Goods and Livestock Rates Book, By-Law No. 1038 (1973) (Goods Trains) and Coaching Rates and Passenger Fares Book, By-Law No, 1139 (Passenger Trains), both carried freight items.

Most stations did some form of both. Roma Street in the sixties has a Goods Yard on one side of the main line and the Parcels shed was on the other. Acacia Ridge, Clapham, Moolabin,

Newstead, Bulimba, New Farm and Fishermans Islands were Goods Only stations. Mayne was a marshalling Yard with not loading facilities.

Passenger Trains conveyed small freight referred to as parcel traffic. The rate schedule covered charges from 1 to 112 lbs, plus extra for each pound over 112 lb. Sending customers paying in cash were issued with stamps' It was cheaper than paying at the other end. In 1970 a 1 lb parcel from Brisbane to Cairns cost 11cents, when stamped, and 16cents if sent To Pay. All parcel were recorded on Waybills (PWB). This freight was conveyed on Passenger Trains in the Guards Vans and Baggage Cars. Station Staff and Guard preformed loading and unloading duties in route. Brisbane suburban trains even conveyed this traffic, at times the front van was used.

Goods and Livestock Book covers the big stuff. There were various charges for various types of goods which was charges for by the ton or part thereof. This freight was handled in the Goods Shed / Yards. Smaller stations without sheds conducted this business for the station office. Goods was presented on a consignment notes, staff would rate the consignment and made out an invoice to go with the goods. With computer, both became one.

As much as possible, goods was conveyed by the wagon load. Generally customers would ring their local station and order a wagon or wagons. Empty wagons on hand were held and used to supply the orders, if the wagon was not on hand it would be placed on orders.

Not all orders were for full wagon loads, this was handled in various ways subject to location. In big yards like Roma Street, trains/wagons were placed for loading is a set road, some trains has a set of wagons for each destination. Some trains had a vans attached, other did not. A number of suburban stations loaded small consignments on a daily bases, Strathpine, Zillmere, Coorparoo, Beenleigh, Sunnybank (Plants), Rocklea, Dinmore to name a few. These wagons were sent Roma Street and transhipped. Even at Landsborough it was quicker to send north freight back to Roma Street.

To accommodate small consignments, most large and regional stations loaded road wagons for set trains, in short wagon sharing. Train 483 (Mayne to Yandina) each night conveyed a Roma Street – Palmwoods Road Wagon. One end of the wagon was Palmwoods, the other end conveyed Mooloolah and Eudlo freight. The Mooloolah and Eudlo freight was unloaded by the guard and station staff as the train waited, approximately five minute and it was all over. The wagon would be marshalled with other Palmwoods wagons and would be detached at Palmwoods. The train also conveyed a Roma Street – Yandina "Poison" Road wagon. The wagon contained pesticides for stations Landsborough to Yandina, this kept pesticides away from food stuff. At first this wagon was an FJS covered with a tarp on a tarp support frame. Not the best idea, try getting a 44 gallon of pesticide out at 2 o'clock in the morning. Undo the trap, pull it back to clear your freight, move the support frame back off the door, drop the door, move the drum out onto a platform barrow, close door, drag the support frame back into place and re trap the wagon. The train lost a lot of time due to the arrangement, the FJS was replaced with an ALJ which was much better. A number of ALY were also stencilled for poison traffic on other lines.

Trains heading west from Rockhampton and Townsville had various road wagons. Mixed Trains from Townsville 44 (Mon & Thur, 60 kmh runner), 42 (Tues & Fri, 60 kmh runner) with Winton connection including an extra van) and 30D (Wed, 80 kmh runner) had 5 road wagons marshalled at the rear in front of the van and sleeping car. Working at Homestead in the late 60's after the train left you had the barrow full of parcels and mail and five heaps of goods along the main line down through the yard. The makeup was as follows, Van – roadside from Charters Towers for stations to Hughenden. This could be rations for railway worker camped

in town. There was only one small general store come Post Office in town, thus worker were allowed free freight on food stuffs. Given the location had a Fettering Gang and a railway sawmill, there was quite a bit of tucker came off the train. I had a standing order with the Butcher and Baker in Charter Towers on Monday/Wednesday/Friday. Small parcels, various forms of railway mail (including PWB's, Goods Invoices, head office correspondence for the various gangs/employees, Train Notices, Values (signature required between parties, could by your yearly issue of six biros, much the same as registered post etc.), once a fortnight employee pay to name a few. The van would be a larger CLV with passenger accommodation.

In front of the sleeping car (KCS) was the Townsville – Mt Isa parcels wagon, the class of wagon would very subject to train. (Train 30D it need to be an 80 K runner, QLX, BLC, CLC, CJFF) (44/42 could be a CLF/CJF or a red spot/diamond wagon). Second wagon was the Townsville – Mt Isa (Goods) Road wagon (mainly small amount of freight of smaller stations), same wagon type as the Parcels wagon. The third wagons was the Townsville – Mt Isa "perishable" cool road wagon, CMIS wagon was the norm for all trains. The fourth was the Garbutt – Mt Isa "Milk road wagon. We always had a couple of crates of little lunch milk for the school (once out of the wagon there was no fridge??). A number of CMIS wagon were allocated to this traffic, the wagons were stencilled GARBUTT – MT ISA MILK TRAFFIC. The fifth wagon was a Roma Street – Mt Isa (Goods) road wagon, this wagon was a red spot/diamond wagon. This type of freight is called roadside.

Another form of roadside was watering gangs and railway houses at isolated stations/locations. The working time table detailed trains that was convey water wagons. Many places on the network had railway houses at locations were there was not town water supply. In front of the house beside the track you would find 3 or 4 small C.G.I. tanks (250 gals ?). Water from these tanks were pumped up to the house tank as required. If the roadside tank had been used and required filling, a white flag was placed on the tank. The next time a watering train passed, the driver would observe the white flag and stop with the water wagon beside the tank. The job of topping up the tank fell onto the Guard and Fireman. Under the tank on each drinking water wagon was a plank. The plank was place between the water wagon and the tank to support the canvas hose. As a Fireman I would set up the plank and hose and always got up on top of the water wagon to control the value and let the Guard look after the hose, which some time came off the plank and the person on the on the ground got wet. From time to time a concrete gang working on a bridge may have a couple of tanks needing water.

Transhipment Wagons:- These wagons carried a yellow wagon label listing the freight to be transhipped. The information was very simple, destination with the number of items. At Rocklea we loaded various transhipment wagons mainly conveying steel from Sim's Metal. Two or three days a week they would come down with various consignments of small bundles of steel products. Subject to what was coming down, we would have a Roma Street, Toowoomba, Rockhampton and Townsville transhipment wagons.

The following example could be a Toowoomba wagon.

Warwick - 2 Bundles for 1 ton.
The Summit – 1 Bundle for 1 ton.
Roma - 1 Bundle for 1 ton.
Morven - 3 Bundles for 2 tons.
Charleville – 6 Bundles for 5 tons

The largest consignment went in first on the floor, in this case above Toowoomba could leave the Charleville loading in the wagon and during the day place other Charleville loading in the wagon. The smaller consignments were moved to other wagons in the yard.

Forward Wagons:- These wagons would have loading for 2 stations. Once again we go back to Rocklea, we would load ship tanks for Rural Fires. These tanks were square steel construction and were addressed to various councils / graziers for bush/grass fires. You mite have 4 for Mitchell and 5 for Morven, the wagon was labelled Mitchell forward Morven. On arrival at Mitchell, during that day the Mitchell tanks would be delivered and the wagon was them be labelled Morven. The next shunt train would pick up the wagon at Mitchell and detach it at Morven.

Shunts:- The Working Time Table details what trains where to shunt and where. i.e. Train 483 Mayne to Yandina will shunt stations Landsborough to Yandina. Guards with the assistance of station staff would do the work, at isolated locations on Branch lines and western locations the Fireman would assist the Guard (Hold points etc). A detach is to take a wagon/s off the train, an attach is to add wagon/s to the train. A double shunt was two moves, one off, one on etc. It was common for 483 to do 3 to 4 shunts at Landsborough plus roadside. For train planning a shunt took about 15 minutes in some areas, and 20/25 minutes in other areas. If a train was to shunt it would be admitted to the loop, on stopping the Guard would walk up to the station and after working out what had to be done would start shunting. This was subject to what work had to be done (location of sidings, roadside etc.) and other trains to be crossed. 483 at Landsborough most mornings came to the platform, there was a siding off the main line for Caloundra Co-ord Traffic. The Goods Shed, third road and angle was off the loop, then there was heavy roadside. The loop side of the yard had the Maleny Co-ord traffic (Roma Street loading, butter wagons and H wagons of drum fuel). There was also the Roma Street box wagon for Landsborough, camp wagons etc. Knowing what work was require and attaches, the Guard would work out where to place the wagon/s. When attaching to the train he would look at drawgear classification, destination and other shunts on the train. If you didn't use your brains, you did it with your feet. Sometimes it was possible to communicate with the Guard before the train arrived, if station staff knew where the wagons were to go on the train, they start the shunt on arrival reducing the time required, I recalling doing an attach in 6 minutes, the Guard didn't leave the van.

Until about 1995, most wagons carried a label, it was mainly located on the headstock/buffer beam just around the corner from the wagon number on the left hand end. In the mid- eighties computers were introduced to control wagon movements (Rollingstock Information and Control System - RICS), over time general type labels were not required. Today, very few labels are used, wagons requiring repairs and "Out of Gauge" loading are about it. The information for these wagons is on the RICS, the main reason for the label is draws ones attention to the wagon during shunting and train tests.
Labels were made out by Porters, Number Takers, ASM or SM (subject to station size) after receiving the invoices for that wagon. One was placed on each end of the wagon. If there were a string of wagons going to one destination like 5 K of cattle going to Cannon Hill, one label each end of the string was used. Labels were the main nut & bolts to the wagon movements, very simple information. Station from, Consignee, Station To, Wagon Number, Train Number, Date and Weight. General labels were off white thin card 4" long by 3" wide. There were various types of labels.
"Perishable" Labels:- Off white cards with red lettering. Some were endorsed with "Fruit".
"Out of Gauge" Labels:- Orange card with large red letters "Out of Gauge Loading" diagonally across the card.

Repairs Required Label:- Green/blue card with an area to show the defect.

To Weigh Label:- This label was used if the weight of the consignment was not known and in route the wagon needed to go over a weigh bridge.

Some labels could be used twice, turn it over and a new blank sheet.

In the mid-eighties Dangerous Goods labels came into play for the various classes of DG. Modified larger label holders were fitted to the side of some wagons to accommodate these labels.

I guess I could say a lot more about this, I included the labels for the guys who like operations and maybe use a card system.

The WTT indicated that 209 did roadside Gympie to Bundaberg. I asked some work colleagues who worked in the area to get the good oil on the train, sadly they could not recall too much about the train. On Westgate I put two road wagons on the train, one for stations Gympie to Maryborough and a second for stations between Maryborough and Bundaberg, season being there is a few pubs and general stores in both sections. 209/309 was marshalled in Mayne Yard, thus a suitable van on hand at Mayne would work the train. The roadside goods would be loaded in Roma Street, thus the two box wagons of roadside marshalled on the van.

I trust you picked up something on QR operations from a “by gone” era of operations that will help you with your railway. I feel if you model at prototype, things go up a peg or two. We see things, but have no idea what it is about. Often research is required to get the most from your hobby.

Special Load Photos by Peter Kennedy

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