

Near North Coast Line Operations During the Early 70's.

by John Armstrong and Arthur Hayes

The line north of Brisbane has been servicing the community for over 130 years. In this time the North Coast Line (NCL) has changed so much, from all steam, to steam and diesel, all diesel, mix of diesel and electric traction, mostly all electric traction, and today back to diesel freight and electric tilt train operation. All eras have a very different operating conditions with different types of freight being carried.

The early seventies is where QR entered a new era, still a common carrier accepting goods for all locations around Queensland. Now an all diesel locomotive fleet, a mix of the old and the new, wooden and steel rollingstock. Likewise the train services, Goods trains with older wagons, express freight trains with the new wagons, shunt trains still operating all lines. On the passenger front this was starting to decline, engines and carriage trains were being replaced with Rail Cars. The era has so much for the modeller, all stations were operational and many trains running are within the scope of the modeller.

The North Coast Line (NCL) north of Caboolture was single line and safeworking was by miniature electric staff as the safeworking system. Between Caboolture and Gympie there was 21 crossing loops. All stations had mechanical interlocked cabins. The length of crossing loops varied from 63 units to 184 units. A unit was 5 metres, much the same as the length of an "F" wagon. Generally, the cabin was located at one end of the station. Cabin varied in size from around 10 to 45 levers depending on the location.



Given mechanical interlocking has limitations, when the closing loops were extended in the sixties, most stations had colour light signals and electric points installed at one end. These cabins only allowed one train at a time to enter the station yard. The interlocking ensured the correct signal could only be cleared for the road set by the points. Only track sections out of view

from the cabin operator had track circuited detection. The indicator showed “clear” if the track section was not occupied and “blocked” if a train was in the section. The indicators were mainly around points. Officers operating the cabin relied on sight for clearance of points. At night, wagons passing yard lights or a signal from the Guard was used for judging clearance. There was nothing stopping the cabin operator putting another train in the same road as another train. All movements within the station yard (Home or Outer Home signal to the other Home or Outer Home) was carried out under the authority of the Officer in Charge (Station Master/Assistant Station Master/Night Officer) of the station. Any shunt moves outside the Home or Outer Home Signals requires the train staff for the section to be on the locomotive.

Train Controllers (*The Man on the Wall*) at Roma Street planned and controlled the movement of trains between Caboolture and Gympie. Their duties included where trains crossed/overtook, shunted, where traincrews had their meals, changing of traincrews, and advising train times to fettling gangs, and made alternated arrangements due to train failures and other incidents. To coordinate all operations the Train Controller used a diagram. Communications between the Train Controller and Station Staff was via the “Control Phone”, this was a party line type of arrangement. Fettling gangs on section cars did not require the section staff to travel the section. Most times they would follow a train guided by the train times given by the Train Controller. Station staff would keep an eye out for them before changing points if crossing were being carried out around knock off time.

Stations between Gympie and Caboolture advised “Control” by 8 am daily details of UP and DOWN loading expected during the day and by 2 pm UP and DOWN loading actually to be cleared. “Control” will arrange with Chief Station-master, Gympie, for room to be left on 462 Up Monday to Friday to clear stations between Gympie and Yandina, and on 478 Up on Sunday to clear stations Gympie and Caboolture. Guards of UP trains handed hand to the Station Master Caboolture a list showing particulars of loading and empty wagons on his train, and how they were marshalled from the engine. Special attention had to be drawn to any livestock, fruit or other urgent loading. This information was phoned to the Controller.

Most stations were attended Monday to Saturday. Long staff sections were used on Sunday. Stations cut out had to pull all Main Line signals both ends to the proceed position. With all “UP” signals pulled off in the cabin, a key lock could be released from the interlocking frame. The key lock unlocked a second signal frame on the platform which operated the “DOWN” signals. A staff lock machine in the cabin carried the long section staff, this was released by inserting the two short sections staffs into the machine. Trains were selected by the Train Controller to cut in or out stations.

All trains were hauled by diesel electric locomotives, from about 1973 a few 2000 class railcars started to replace some loco hauled passenger services. Trains going north from Brisbane to Gympie were “Down” trains with odd numbers. Trains coming south from Gympie to Brisbane were “UP” trains with even numbers.

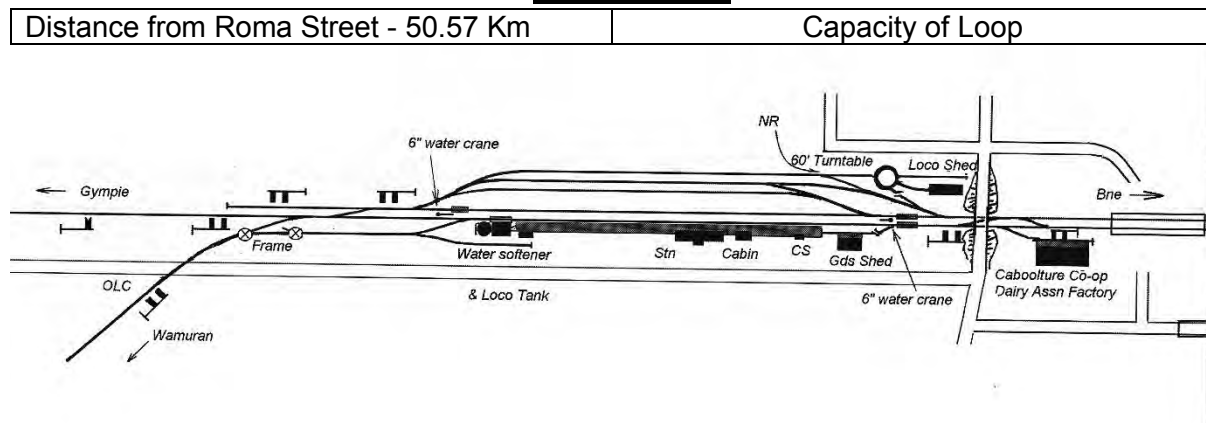
Most crossing loops the station (cabin) was location on one end for the yard. This varied from station to station, i.e. at Elimbah/Glasshouse Mts/Beerwah/Landsborough the station was on the Brisbane end of the yard. Beerburrum/Palmwoods/Woombye/Nambour the station was on the Gympie end of the yard. The distance between stations varied from station to station. The type of train and its permitted speed provided various sectional running times for each section. Trains were crossed and preference given in accordance with the “Book of Rules”. Trains stopping in the loop with the Guard’s van in front of the station required the Station Master to walk the full length of the train to give the Driver the staff, often this took five (5) minutes. A slow goods train on the bottom of the pecking order could take eight (8) hours to complete the 172 kilometres trip

Brisbane to Gympie. Stopping passenger trains used the platform, generally the Main Line. At times two stopping passenger trains were required to cross. This was handled one of two ways. First train to arrive went to the platform, passengers got on and off, roadside was performed. When timed to depart, the train would set back to the "Home" signal and wait arrival of the second train to the platform. The first train would then depart via the loop. If the second train arrived while the first was at the platform, it would run through the loop to the "Home" signal and wait the departure of the first train. After the first train departed, the second train would set back and do its work. At Nambour and Cooroy much the same could occur with long distance trains like the Sunlander. Approximately 50 trains per day travelled the line on a week day.

If we have an understanding of what traffic comes and goes to and from stations, we can work out what wagons are conveyed on trains. Working Time Tables often details what work trains do and convey. Most station on the QR Network accepted and received goods/freight. For this presentation I will call this General Freight. Local business around the town and area will help to identify loads falling into this category. If there is a pub in town, there is a good chance supplies came by rail, this could be cartons of beer/wine and kegs. Empty kegs were returned to the big smoke. Likewise for a general store, cartons of groceries on pallets were received. This freight is loaded into box wagons. Posts, wire, timber, steel for the hardware store was call cranky or rough loading. This type of loading was hard to load into box wagons, thus it was loaded into open wagons.

All yard diagrams were prepared by John from personal observations and cabin diagrams from the mid-sixties. Facilities shown are taken from QR publication "List of Station, Stopping Places and Isolated Siding and Accommodation Thereat" 3rd January 1963. By early 70's alterations had been made including extending the crossing loops. Comments on known changes will be made station by station.

Caboolture



Facilities:- Goods Shed, 3 T Yard Crane, 58' Turntable, 1 T Scales, Cattle/Pig/Sheep Yards, Side loading Bank, Timber Stage, Loco Shed, Single man Quarters.

Traffic:- General Loading (Wagons)

Wamuran Branch:- Moodlu Ballast (VTS, VTJ, VTE, VTH) Track work north and south.

Butter Factor. Ety Ice wagons in, loaded wagons out. ABG/CMB.

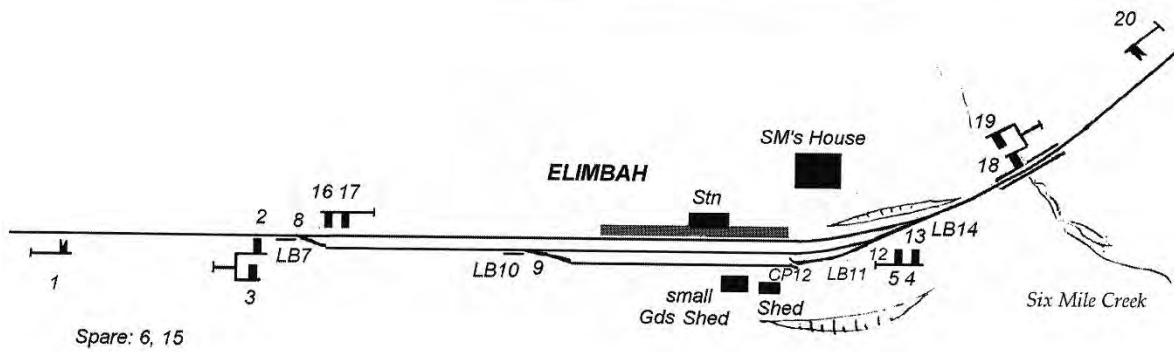
Maintenance Depot. Rail/Rail Fittings, sleepers, bridge timbers.

Suburban Trains to and from Brisbane was BU/BUV wooden cars. (Low platforms north of Petrie).

Double track into single.

Elimbah

Distance from Roma Street – 58.63 Km	Capacity of Loop – 96 Units
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Facilities:- Goods Shed, Fruit o-op.

Traffic:- General Loading (Wagons/Road side)

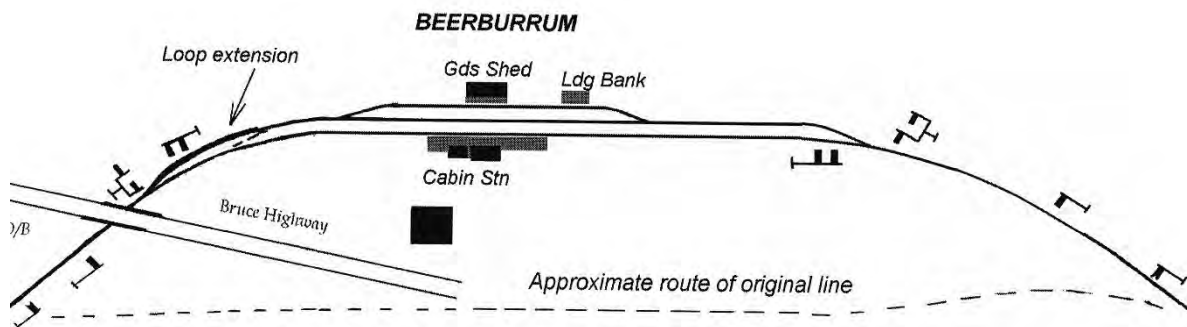
Pineapples.

Post Office.

Cut out 4:35 pm Saturday to 7:40 PM Sunday. Long Section Caboolture – Glass House Mt.

Beerburrum

Distance from Roma Street – 64.76 Km	Capacity of Loop – 93 Units
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Facilities:- Goods Shed, Side loading Bank, Forestry Depot.

Traffic:- General Loading (Wagons/Road side)

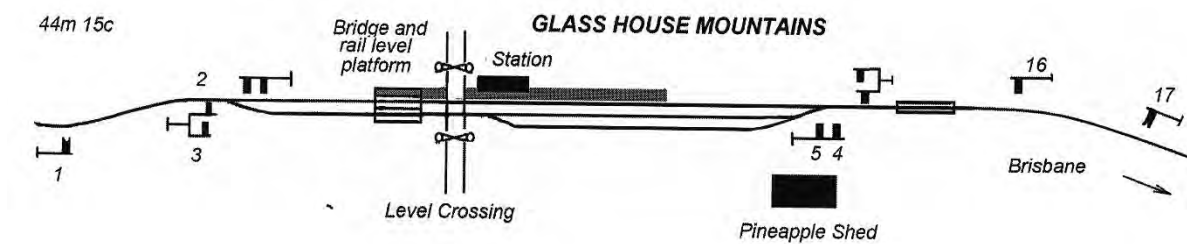
Cut out 4:25 pm Saturday to 7:50 PM Sunday. Long Section Caboolture – Glass House M



Train 247 early 80's

Glass House Mountains

Distance from Roma Street – 71.82 Km	Capacity of Loop – 118 Units
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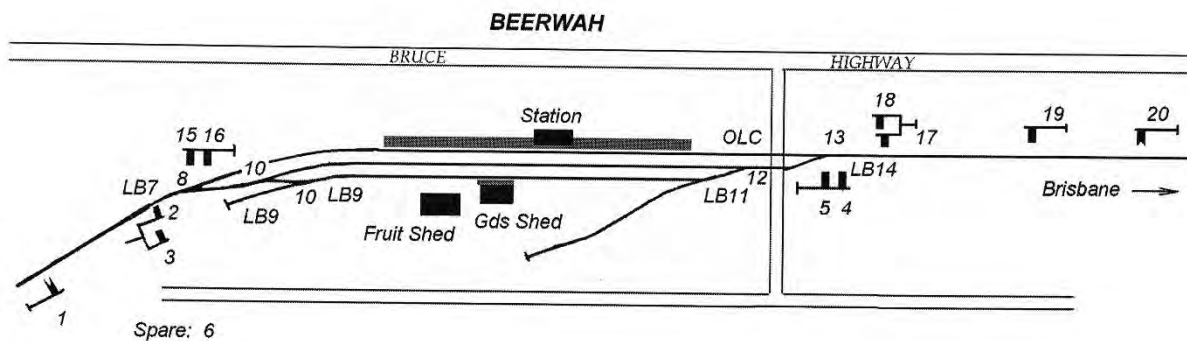


Facilities:- Goods Shed, Fruit o-op.

Traffic:- General Loading (Wagons), Pineapples.

Beerwah

Distance from Roma Street – 76.88 Km	Capacity of Loop – 95 Units
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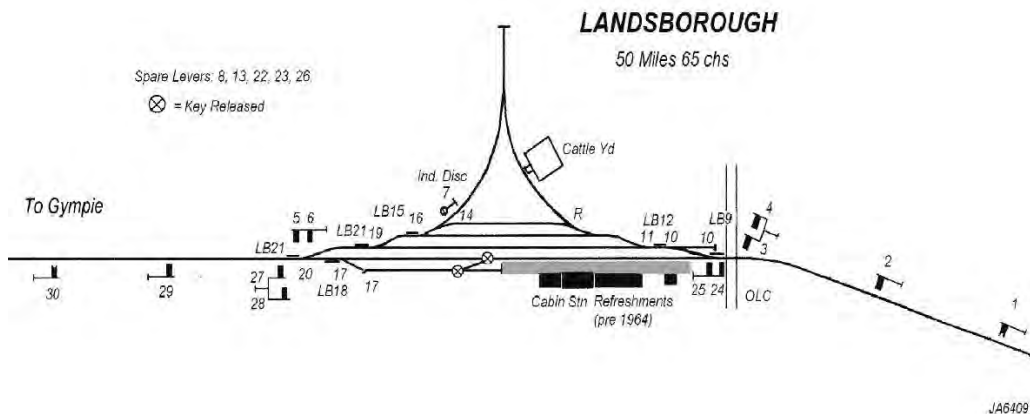
Facilities:- Goods Shed, Fruit o-op.

Traffic:- General Loading (Wagons), Pineapples.

Cut out 11:50 am Saturday to 10:35 PM Sunday. Long Section Glass House Mt - Landsborough.

Landsborough

Distance from Roma Street – 82.470.88 Km	Capacity of Loop – 101 Units
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Facilities:- Goods Shed, 1½ T Yard Crane, Caloundra / Maleny Co- ord Traffic, Cattle/Pig/Sheep Yards, Side/End Loading Bank, Cream Shed, Angle.

John Armstrong, Arthur Hayes | North Coast Line Operations

Traffic:- General Loading (Wagons)

Maintenance Depot. Rail Fittings, sleepers, bridge timbers.

Caloundra Co-ord, 2/3 Box wagons and 1 open wagon.

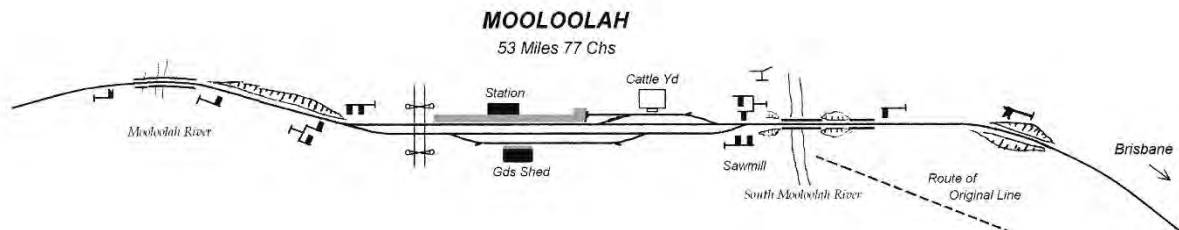
Maleny Co-ord. 1/2 Box wagons, 1 open wagon, Butter, drum fuel.

Livestock, mainly horses.



Mooloolah

Distance from Roma Street – 87.52 Km	Capacity of Loop – 99 Units
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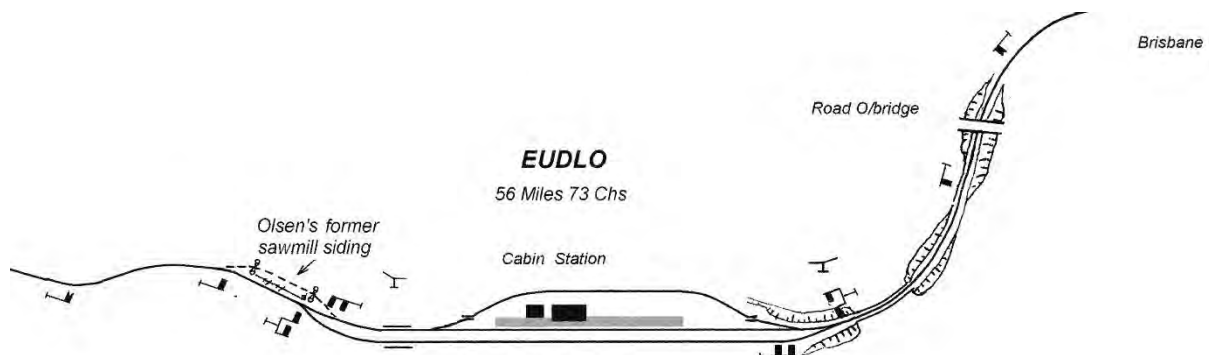
Facilities:- Goods Shed, Cattle/Pig/Sheep Yards, Side/End Loading Bank, Cream Shed all removed later 60's.

Traffic:- General Loading (Roadside)

Pineapples (1 or 2 wagons).

Eudlo

Distance from Roma Street – 92.66 Km	Capacity of Loop – 184 Units
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Facilities:- Small Siding, Goods Shed, Cattle unloading Ramp, Intermediate Staff Hut

Traffic:- General Loading (Roadside)

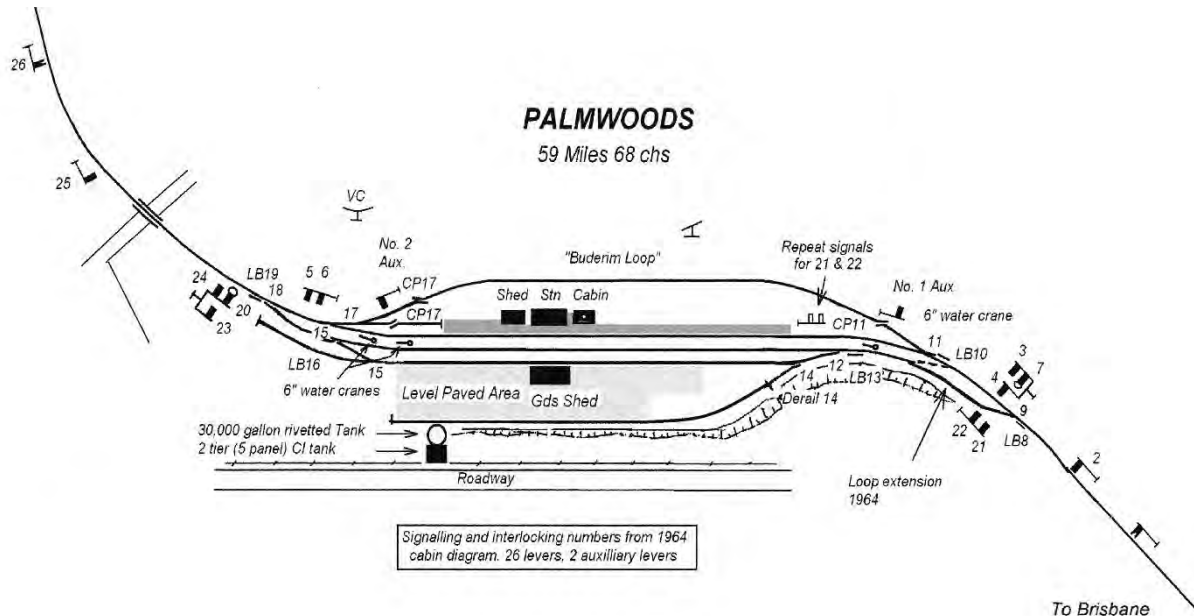
Pineapples (1/2 wagons).

Cut out 11:47 am Saturday to 5:40 am Monday. Long Section Mooloolah – Palmwoods.

Palmwoods

Distance from Roma Street – 97.250 Km

Capacity of Loop – 114 Units



Facilities:- 2 Siding, Third Road (Buderim), Good Shed, Fruit Co-op. Cream Shed, Side loading Bank, Shunt lights.

Traffic:- General Loading
Pineapples

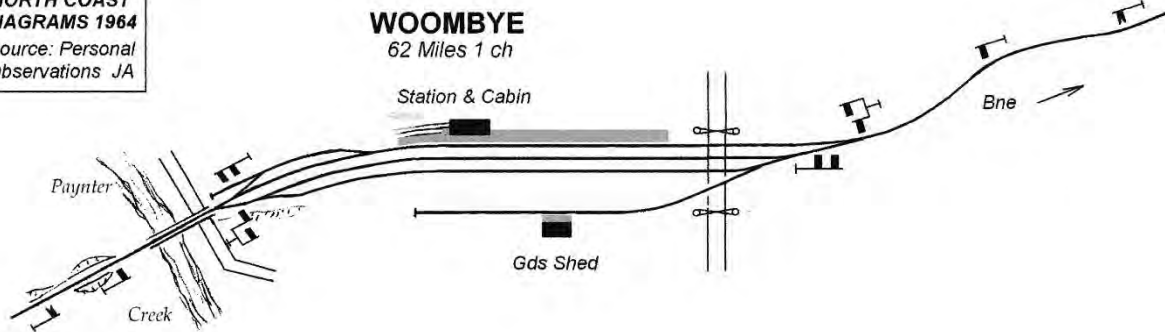


Woombye

Distance from Roma Street – 100.68 Km

Capacity of Loop – 95 Units

**NORTH COAST
DIAGRAMS 1964**
Source: Personal
Observations JA



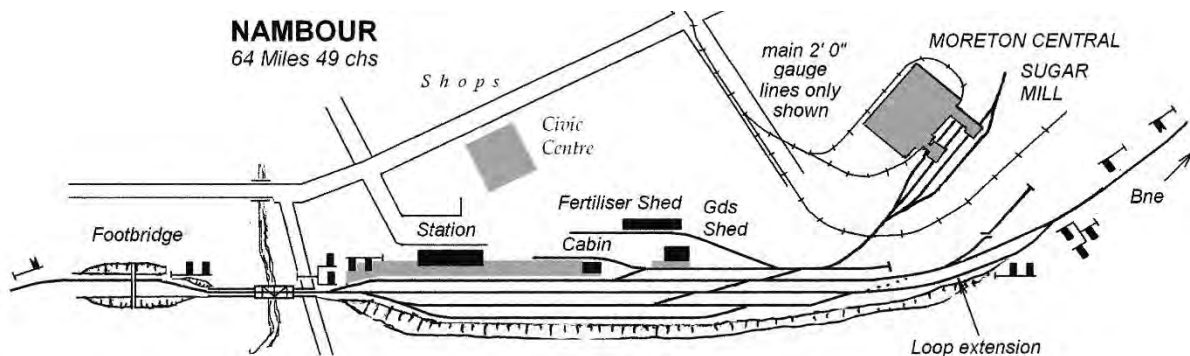
Facilities:- 2 Siding, Good Shed, Fruit Co-op. 3 T Yard Crane, Side Loading Bank, Cream Shed, Shunt lights.

Traffic:- General Loading
Pineapples

Nambour

Distance from Roma Street – 104.83 Km

Capacity of Loop – 138 Units



Facilities:- 2 Siding, Third Road, Holding Road, Good Shed, Side Loading Bank, 1½ T Crane,

Traffic:- General Loading, Pineapples, Sugar, Molasses OGE to Toowoomba.

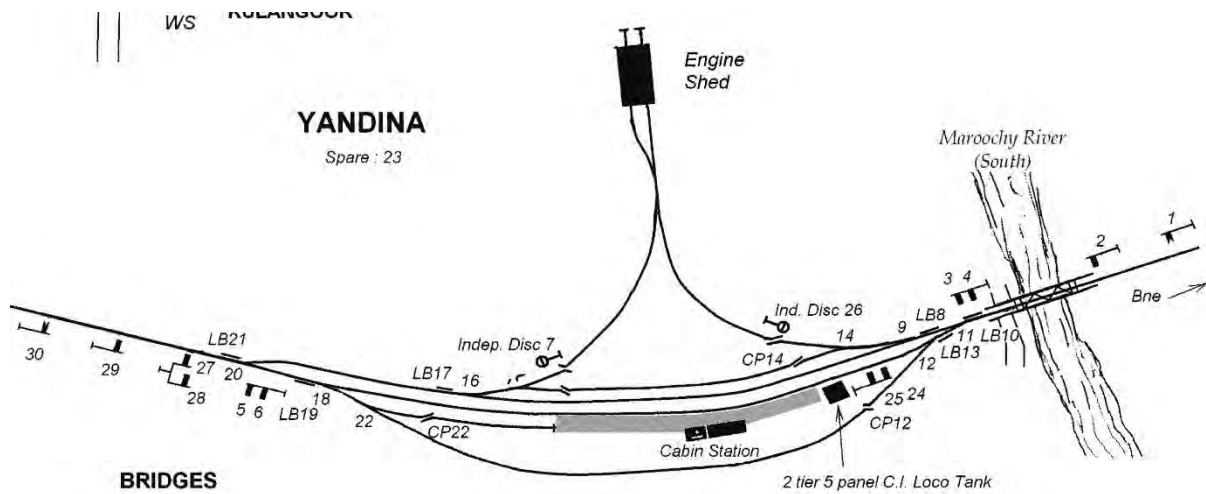


Ballast Train near Tandur

Yandina

Distance from Roma Street – 112.78 Km

Capacity of Loop – 120 Units



Facilities:- Sidings, Good Shed, 1 T Crane, Cattle/Pig/Sheep Yards, Side Loading Bank, Gantry, Angle, Quarters, Depot. Maintenance Depot.

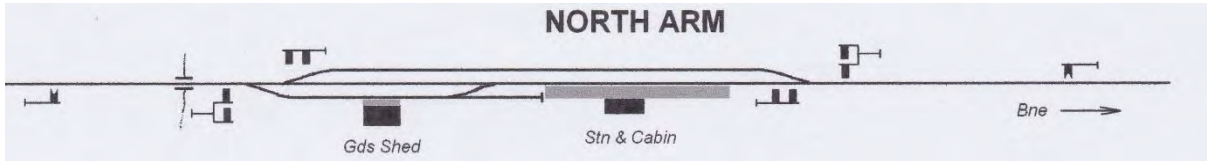
Engine Shed gone by early 70's.

Traffic:- General Loading



North Arm

Distance from Roma Street – 117.71 Km	Capacity of Loop – Not used
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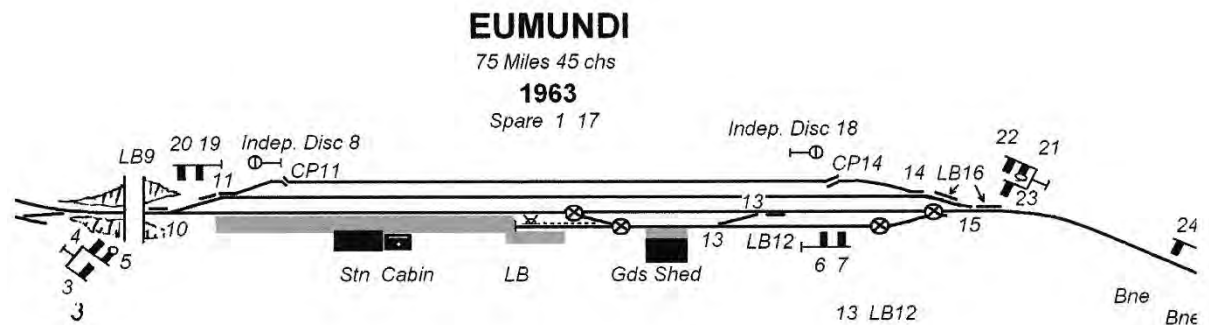
An Officer will be on duty from 7:45 to 3:45 Monday to Friday, to attend to the requirements of Departmental customers and operation of signalling and interlocking when trains are required to shunt. North Arm will not be cut in as a Train Staff Station excepting as directed by Control or as notified by Train Notice.

Facilities:- Goods Shed, Side/End Loading Bank, Cream Shed,

Traffic:- General.

Eumundi

Distance from Roma Street – 122.5 Km	Capacity of Loop – 95
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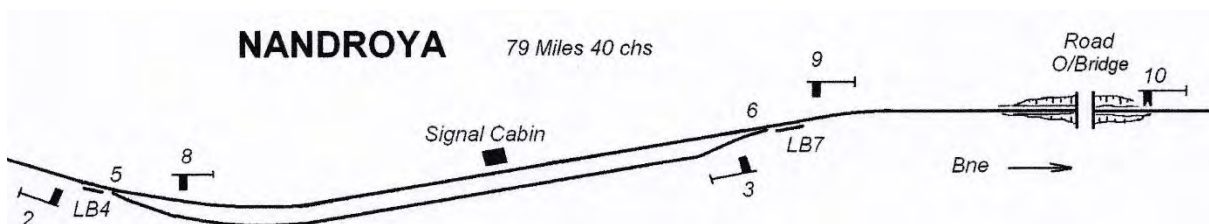
Facilities:- Siding, Third Road, Good Shed, Cattle/Pig/Sheep Yards, Side/End Loading Bank, Cream Shed, 1 T Yard Crane, Batter Factory (Outside Home signal Gympie end).

Traffic:- General Loading, Interstate Fruit, Butter.

Controllers avoided using the Third Road, it was only 60 units long and shorter than the normal crossing loop. So if a train was placed in the Third Road, it could not come out again until the train in the loop left. Controllers who used the Third Road invariably got himself into trouble as the train could be stuck there for some time.

Nandroya

Distance from Roma Street – 128.66 Km	Capacity of Loop – 63
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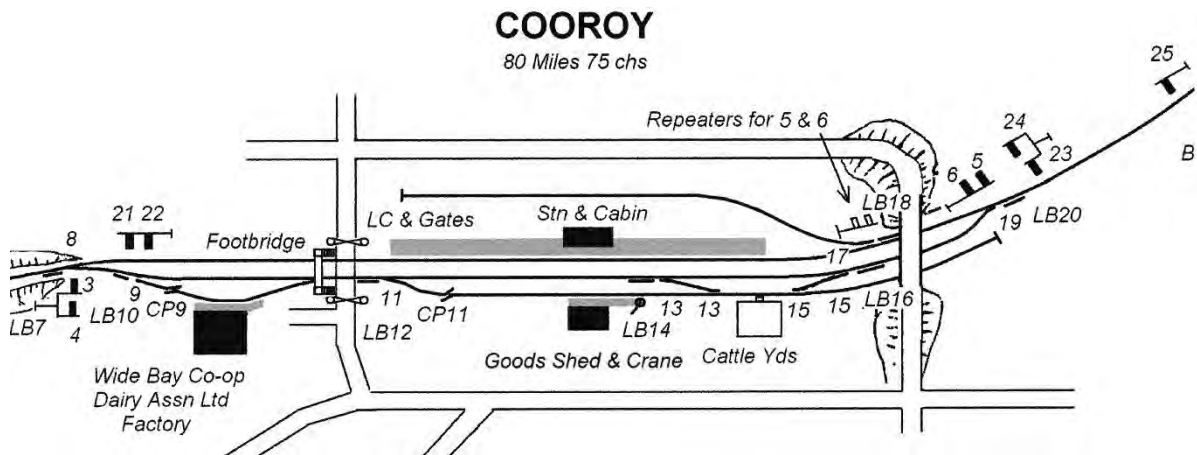
Cut in 9:30 pm to 5:30 am Mon, Thur, Fri. 7:00 pm to 3:00 Tues & Wed.

Long Section Eumundi – Cooroy. **No Facilities, Cabin Only.**

Cooroy

Distance from Roma Street – 130.99 Km

Capacity of Loop – 120 Units



Facilities:- 2 Siding, Good Shed, Cream Shed, 1 T Yard Crane, Cattle/Pig/Sheep Yards, side Loading Bank, Gantry, Batter Factory. Maintenance Gangs. A second Yard Crane was located in the back road behind the station.

Traffic:- General Loading, Few Pineapples, Interstate Fruit. Butter.



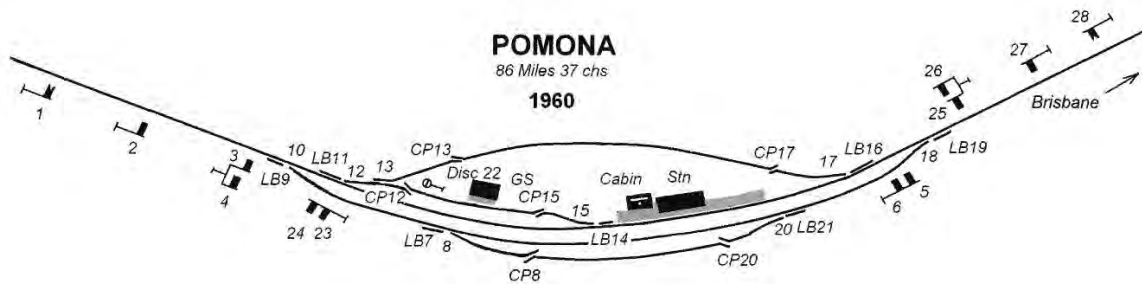
Cooroy 2000



Back Road crane for loading pineapples

Pomona

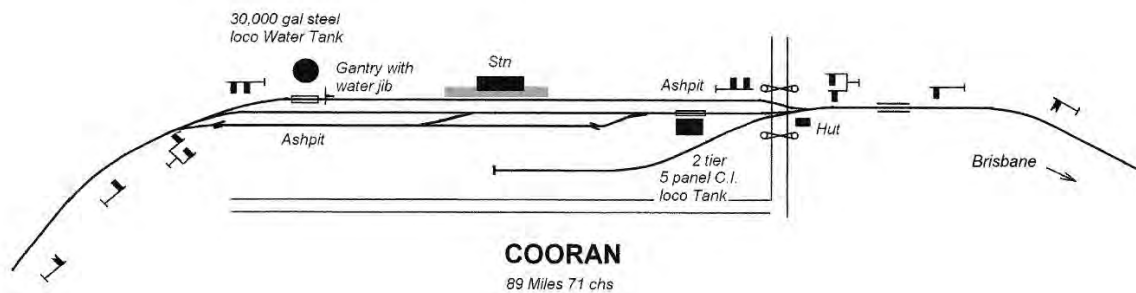
Distance from Roma Street – 139.99 Km	Capacity of Loop – 94 Units
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Facilities:- 2 Siding, Good Shed, Cream Shed, Side Loading Bank, 1 T Yard Crane, Cattle/Pig/Sheep Yards, Fruit Co-op, Stock, Stock Yards.
Traffic:- General Loading, Interstate Fruit 2/3 wagons per day.

Cooran

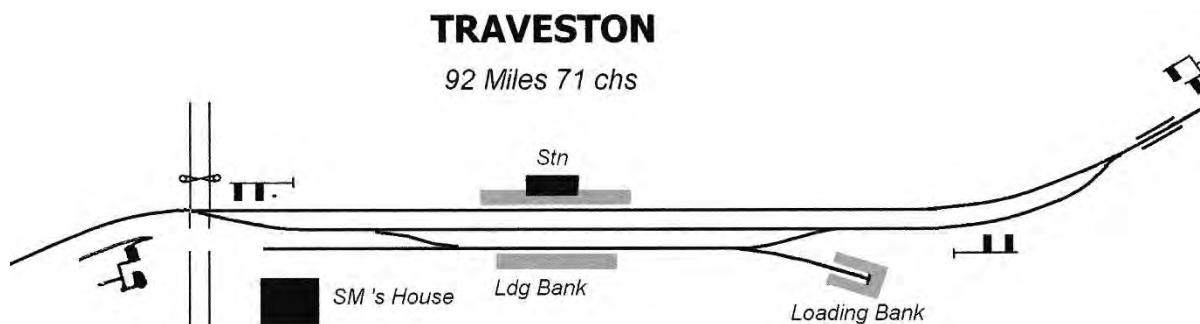
Distance from Roma Street – 145.52 Km	Capacity of Loop – 90 Units
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Facilities:- Siding, Good Shed, Side Loading Bank, 1 T Yard Crane, Cattle/Pig/Sheep Yards,
Traffic:- General Loading, Few Pineapples

Traveston

Distance from Roma Street – 150.340 Km	Capacity of Loop – 120 Units
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Cut out 10:24 pm Saturday to 5:20am Monday. Long Section Cooran – Woondum.

Facilities:- Siding, Side Loading Bank, Cattle/Pig Yards.
Traffic:- General Loading, Pineapples. Post Office.

Tandur

Distance from Roma Street – 155.850 Km	Capacity of Loop – 95 Units
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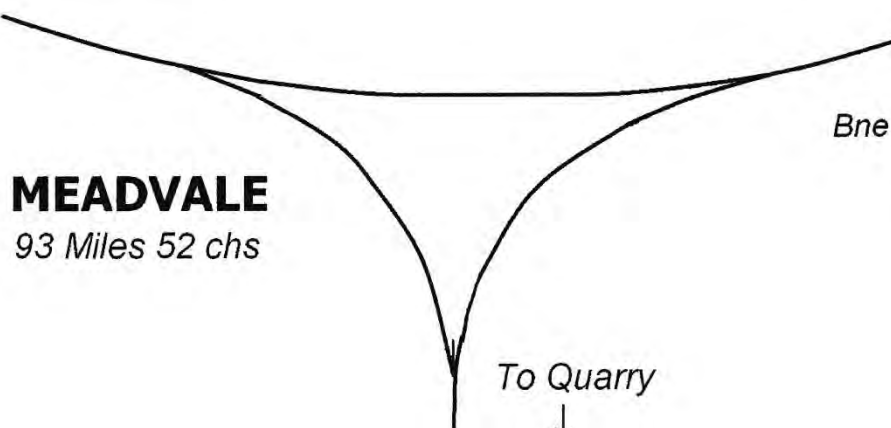
Cut out 10:18 pm Saturday to 5:30am Monday. Long Section Cooran – Woondum.

Facilities:- Siding (Gympie end of Loop), Cream Shed.

Traffic:- General Loading, Few Pineapples, Post Office.

Meadvale

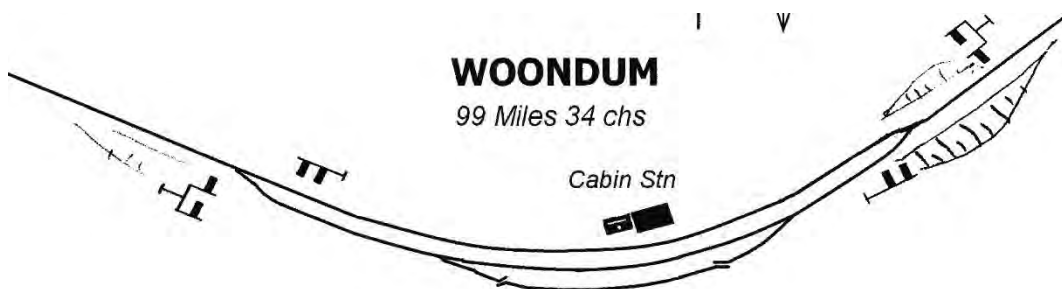
Distance from Roma Street – 157.3 Km	Capacity of Loop –
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Traffic:- Ballast Pit with angle. Intermediate Staff Hut allowing trains to lock in. Section Staff required to unlock points.

Woondum

Distance from Roma Street – 160.9 Km	Capacity of Loop – 95 Units
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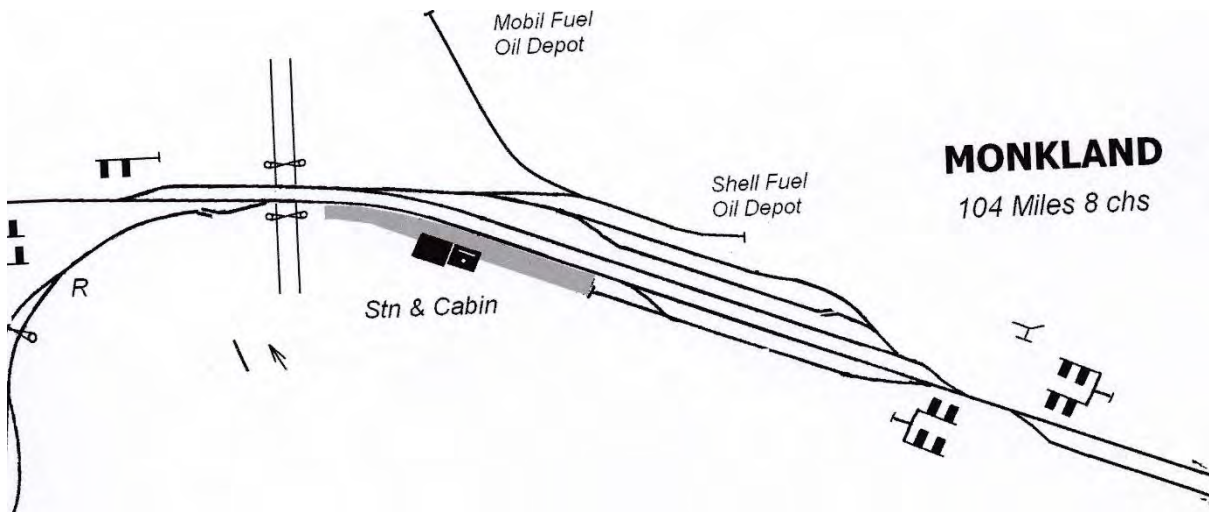


Facilities:- Siding, Goods Shed.

Traffic:- General Loading, Few Pineapples. Post Office

Monkland

Distance from Roma Street – 168.38 Km	Capacity of Loop – 90 Units
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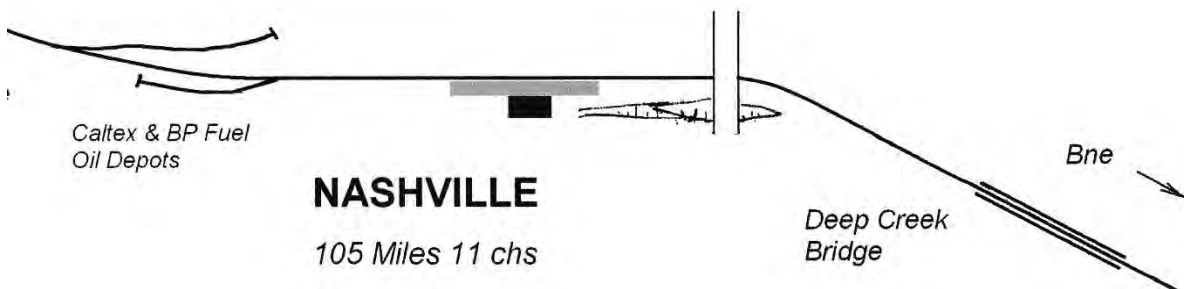
Cut out 7:12 am Saturday to 7:55am Monday. Long Section Woondum - Gympie.

Facilities:- Siding, Fuel Depots. Side/End Loading Bank. Branch.

Traffic:- General Loading,

Nashville

Distance from Roma Street – 170.070 Km	Capacity of Loop –
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Station	Distance from Roma Street	Capacity of Loop
Gympie	172.21 Km	

Knowing the traffic coming and going from stations, it is not hard to work out was trains conveyed. Having the Instructions from the Working Time Table we can work out how the trains were marshalled.

Ranges, Banks, Grades, Tunnels:-

The line was on a poor alignment with a number of short sharp grades. However none of, them were steeper than 1 in 50. There are two major climbs for trains heading north, the Blackall Range on the Eumundi and Cooroy section and Red Hill between Monkland and Gympie. Banking engines at Yandina ceased operations in the mid-sixties, however if a train had trouble on the Blackall Range, the Gympie shunt engine was used if needed on the Monkland to Gympie section. This was directed by the Train Controller, if a train had trouble on the Blackall Range and some of them did. Full load trains were susceptible to stalling on the range in light rain or when rails were greasy. 1400 class DEL's when used on this section was particularly troublesome. Train Controllers would arrange with Gympie to send the shunt engine to Monkland to assist. Many of the trains would make it to just inside the "Home" signal into Gympie Yard, the shunt would hook on the front to pull the train into the yard.

This is an interesting exercise that can be considered for your model layout. Just remember the rule for QR was that passenger trains were assisted from the front i.e. double headed, while stem hauled freight trains were banked by an engine in the rear. The reason for this is that many steam era wagons had a low capacity drawgear. Most DEL hauled trains were assisted from the front.

There are two tunnels between Caboolture and Gympie, in fact these are the only tunnels on the entire NCL to Cairns. They are on the Landsborough to Mooloolah section and Mooloolah to Eudlo section.

These factors reflect the movement of trains on the line with time required to travel the section along with the load the locomotive can haul through the section.

Sectional running of Trains

Length of Section	Stations	Goods & Livestock Trains		Passenger and Express Freight Trains 80 Km/h. 50 mph					
		60 Km/h 35 mph		Less than 650 T #	Less than 550 T	Less than 750 T		Pass less than 550 T	Express Freight 90 units
		Up	Down	Up	Down	Up	Down	Multi DELs Down	Down
8.00	Caboolture – Elimbah	11	10						
6.13	Elimbah - Beerburum	8	8						
7.00	Beerburum – Glass House Mt	10	9	35	35	36	38	32	32
5.060	Glass House Mt - Beerwah	7	7						
5.590	Beerwah - Landsborough	7	7						
5.050	Landsborough - Mooloolah	7	7						
4.710	Mooloolah - Eudlo	7	7	18	18	21	19	18	18
5.020	Eudlo - Palmwoods	7	7						
5.430	Palmwoods - Woombye	6	6						
4.150	Woombye – Nambour	6	6	20	20	23	22	17	19
7.950	Nambour - Yandina	13	11						
9.620	Yandina - Eumundi	13	12	10	12	11	12	10	11
6026	Eumundi - Nandroya	12	14	10		12			
2.330	Nandroya -Cooroy	4	4	4	15	4	20	12	14
9.000	Cooroy – Pomona	14	12						
5.530	Pomona - Cooran	8	8	19	19	19	20	17	18
4.820	Cooran - Traveston	7	7						
5.510	Traveston - Tandur	7	8	32	30	33	32	29	29
5.050	Tandur - Woondum	8	7						
7.480	Woondum - Monkland	12	10						
3.83	Monkland - Gympie	6	8	6	8	6	10	6	8

Maximum 15 vehicles Passenger Trains

Rail Cars a 7 minute section became 5/6 minutes.

Load Table

1250, 1270, 1300, 1450, 1460, 1502, 1550, ‡ 2100, ‡2130, ‡ 2200, 2350, 2370 Locomotives

	“Up” (Gyp – Bne)			“Down” (Bne – Gyp)		
Stations Sections	D1 D2	D3	D4	D1 D2	D3	D4
Caboolture - Yandina	1170	1070	750	1170	1070	750
Yandina – Eumundi	1760	1570	1100	1170	1070	750
Eumundi - Cooroy	1170	1070	750	790	750	540
Cooroy - Monkland	1170	1070	750	1170	1070	750
Monkland – Gympie	1170	1070	750	790	750	540
Through Load Brisbane to Bundaberg	1170	1070	750	790	750	540

‡ When limited to 91.5 tonnes

D1 – Auto coupling on 8 wheeled freight wagons. QLXT, QGX, WHO, OVO, CMR, VSO, PYC, CO, HWA, HJST, QFXT, KL, KSAT

D 2 – Auto couplings on Carriages, Premium drawhook & screw couplings. HSA, KSA, PE, QFC 33059, QFX, QLX, WHE, OBE, OHY, OTE, OTY, OVY.

D3 – Select drawhook & screw couplings. BLC, CJF, CLC, CMIS, HJS, KS, WH, WHA. WW, OA, OB, OC, OCE, OR, OL, OP, OT, OV, OVE.

MTW, NWB, W, WBC, WM, WR fitted with draft gear and stencilled “Draft Gear fitted or fitted with continuous drawgear and stencilled with letters CD inside a diamond.

D4 - Ordinary drawhook & screw couplings. ALYT, FJST, H, K, KA, N, F, CLF, C, HJ, SMC, VJM, VJD, VJM, VJS, VTE.

ALY, ALYT, FJS, VTE loaded more than 80% of their gross load can be used to make up the difference between D 3 and D4 provided that these wagons are marshalled to the rear of any bogie wagons which are also being used to make up the difference between D3 and D4.

Given a fully loaded QLXT is 48 T gross, the maximum number of loaded wagons on a train running north with a single locomotive would be 24 wagons. If all QLX with hooks, the load would be 22 wagons. If the same train had loaded QFX wagons fully loaded, 16 wagons would be a full load. A Nambour sugar train with 18 WHO wagon would be a full load.

Load Table

1720 Locomotive

	“Up” (Gyp – Bne)		“Down” (Bne – Gyp)	
Stations Sections	D1, D2, D3	D4	D1, D2, D3	D4
Caboolture - Yandina	860	750	860	750
Yandina – Eumundi	1300	1100	860	750
Eumundi - Cooroy	860	750	590	540
Cooroy - Monkland	860	750	860	750
Monkland – Gympie	860	750	590	540
Through Load Brisbane to Bundaberg	860	750	590	540

Train Length.

Another factor to consider when making up trains is the length of the train. Train over length for crossing loop cause issues and delays. Most crossing loops between Caboolture and Gympie were in excess of 90 units. Some of the long sections stations had crossing loops around 120 units. The size of the locomotive compressor also limits the length of a train.

Train lengths are determined by the sum of the unit lengths of the various classes of rollingstock, as given in the table below, making up the train, but excluding the locomotives supplying traction power at the lead of the train. In later year this did change to include the hauling locomotives. The length classification number is stencilled on vehicles in 1½ inch figures, to make this number more conspicuous it is enclosed in a 4 inch outside diameter stencilled ring. In the case of wagons the ringed number is located on each side of the wagon to the right of and at least 6 inches clear of the wagon number.

The maximum number of vehicles to be hauled on any section by a diesel electric locomotive shall not, as a general rule, exceed the equivalent of 90 units in length but this may be increased on the approval of the General Manager, subject to the schedule through load for a particular section.

Most trains of the North Coast Line was restricted to 90 units. But, on some weekends trains conveying empty stock wagon north were 120 units.

The table below shows length classification of wagons in the 1973 Supplement to Working Time Table. I will restrict the table to rollingstock that could be found on NCL trains in this period.

Wagon	Length
DF, EIC, F, FM, FS, IC, VJL, VJLS, VJMG, VTJ.	1.0
A, ABG, ABGC, EA, FF, L, VTH, VTS, VTT	1.1
AB, ALJ, ALY, ALY/T, FJ, FJM, FJS, FJST, FWS, LJ, TES, VSE, VTE, Z	1.2
LTM	1.3
AG, ALG, BG, EAG, EBG, FG, FGM, FGW, LTR, MG,	1.4
PTH	1.5
BCF, C, CB, CH, CJ, CJF, CJFF, CLC, CLF, CMB, CMIS, CMIS/T, CMR, EC, ECJ, H, HH, HJM, HJS, HJSF, HJST, N, NA, NB, OB, OC, OP, OV, P, PH, PE, PJ, S, SJ, SML, SMS, SP, SS, U, UR, ZZ.	2.0
HS, OV	2.1
OBE, OCY, OHE, OHET, OPE	2.4
BLC, BLC/T, MTW, NWB, WE, WH, WHA, WHE, WHET, WR	2.5
QLX, QLX/T, SR	2.6
PF	2.7
LPO, OBY, OHY, OPY, OTY, OVO, OVY, PJW, WHO	2.8
HO VAO	2.9
LPY	3.0
CO, PJC, QFC, QFCR, QFX, QR	3.1
PWZ	3.9

Sunlander/Capricornian Trains:- Brisbane – Rockhampton

1250, 1270, 1300, 1450, 1460, 1502, 1550, 2100, 2200, 2350 DEL's 15 Vehicles for 560 tonnes. 1150, 1400, 1200 DEL's may only be used by special authority. 1550 and 1502 DEL's were the main stay of locomotives on these trains during the early 70's. 1720 DEL's were often used as the second locomotive on the morning Sunlander.

Bridges:-

Bridges on the line were a mixture of wooden trestles and steel girders while for larger rivers steel truss bridges were used.



Nambour



Glass House Mts.



Yandina about 2000. Bridge modified for containers and then replaced.

Track section Mayne to Rockhampton was an "A" Line available for locomotives with axle loading not greater than 15.25 tonnes (namely the 93 tonne diesel electric locomotive), and for wagons with axle loading not greater than 15.75 tonnes.

The section was also available for "BLOCK TRAINS". This is a train consisting entirely of the same or similar classes of wagons marshalled together for a certain class traffic is generally known as a block train. The definition "block Train" is also extended to cover trains in which 12 or more such wagons loaded to more than 12.2 tonnes gross per axle are included within a length of 63 or less units of the train. What this is saying a train with 12 or more 8 wheeled wagons with a gross of 48.8 tonnes is marshalled within 63 units, the train runs as a block train. Some track sections on the network do have an axle loading rating of 15.75 t, but are not available for block trains. Block trains must travel at a lower speed on these sections. Maximum speed of Block Trains on the section was 45 M.P.H.

By the early 70's some order had commenced into train numbers, 2 was for train going to and coming from Mackay north, 3 was the Gladstone/Rockhampton, 4 for as far as Bundaberg.

Passenger Trains (maximum speed Roma St to Gympie 50 M.P.H)

Long Distance

Sunlander 237/236, 241/266.

Capricornian 21A, 112A.

These trains stop at selected stations (Caboolture, Landsborough, Nambour and Cooroy) for passenger and their luggage. Due to the length of the train being longer than the platform, sometime two stops are made. These trains also convey dogs and corpses when required. Landsborough loaded frozen chicken for the north destinations on selected days mainly on the afternoon

Daylight Rail Tours 481/482 (2 Car 2000 class Rail Cars). These tours run during the winter months travelling in daylight hours only. Overnight Passenger are accommodated in motels and enjoy tours of the local area by bus.

North bound "Sunlander"

MPC. (Power Car)

Car 1 & 2. Spare for additional sleeping cars as required.

Car 3 & 4. MAS

Car 5. MBS/C

Car 6. MDC (Griddle Car)

Car 7. MBS

Car 8. MAL

Car 9. MBL

Car 10 MBL (Saturday only) Spare other days.

MBC (Baggage Car)

MMV (Van).

South bound Sunlander.

As above except Monday ex Cairns.

Car 11 MBS, Car 12 MAS attached Rockhampton except when 112A is specially scheduled to run from Rockhampton on Tuesday.

These trains are restricted to rollingstock fitted with automatic couplers and therefore the hauling locomotive must be similarly fitted so as avoid transitioning. (Wagons with Red Diamond)

Capricornian (21A) Sunday, Thursday Friday (Brisbane to Rockhampton)

QLX Rockhampton

MPC (Power Car)

Car 1 & 2. Spare for additional sleeping cars as required.

Car 3 & 4. MAS

Car 5. MBS/C

Car 6. MDC (Griddle Car).

Car 7. MBS

Car 8. MAL

Car 9. MBL

Car 10. Spare for additional sitting car as required.

MBC (Baggage Car)

MMV (Van)

BC Bundaberg

BC Maryborough and Monto Branch on Sunday.

Capricornian (21A) Monday

QLX Rockhampton

MPC (Power Car)

Car 1 & 2. Spare for additional sleeping cars as required.

Car 4. MAS

Car 3. MCS

Car 8. MAL/F (Food Bar Car).

Car 5. MBS/C

Car 6 & 7. Spare for additional sitting cars as required.

Car 9. MBL

MBC (Baggage Car), MMV (Van), BC Bundaberg.

112 A Capricornian Wednesday (Rockhampton to Brisbane)

MPC. (Power Car)

Car 1, 2 & 3 Spare for additional sleeping cars as required.

Car 4. MAS

Car 5. MBS/C

Car 6. (Griddle Car)

Car 7. Spare for additional sitting car as required.

Car 8. MAL

Car 9. MBL

MBC (Baggage Car)

MMV (Van)

Local

21 returned 112 (Brisbane – Gympie) Monday to Friday. These trains were generally 3 sunshine cars, baggage car and mail van, most times worked by a 1720 Locomotive. After 1972 these services were worked by 2000 class Rail Car. Similar services operated on the weekends with different numbers.

Train 111/30. (Brisbane – Yandina)

Leaving Brisbane, DEL, BUV (Landsborough Roadside), 5 BU, CL, Mail Van.

In later years the train was DEL, BUV, 6 BU, CLV.

Most times this train was worked with a 90 t locomotive. 1720's did work the train at times but found it hard work and often ran late. The leading BUV van container parcels from Roma Street for Landsborough. The parcels were in a steel wire basket with was pulled out onto a barrow.

101 (Brisbane to Maryborough) returned 312, (Gympie to Brisbane).

Train 101 Monday to Thursday.

DEL

BLC Urangan Road (Pialba Branch Loading).

BLC Isis Road

BLC Monto (Eidsvold Tuesday, Mundubbera Thursday)

BLC Mulgildie Road (Monday, Wednesday)

BLC Eidsvold (Monday, Wednesday)

BLC Mundubbera (Monday, Wednesday)

BLC Gayndah

Baggage Car Gayndah – Monto (Eidsvold Tuesday, Mundubbera Thursday)

BL Maryborough

BL Maryborough

CL Maryborough

Mail Van Maryborough

Baggage Car Gympie,

Baggage Car Kingaroy,

CLV Kingaroy

These trains convey parcels, mail, dogs, racing pigeons, day old chickens, fruit, newspapers, tarpaulins etc.

Pigeon cages carried instructions for their release, give them a drink of water, wait one hour and release. The cages returned to their destination on the next available passenger train. This operation ceased with the introduction of Rail Cars to the NCL.

Conveyance of Day-Old Chickens

In season, chicken are consigned from Beerburrum, Beerwah, Eudlo and Woombye and the clearance will be as follows:-

101 to Gympie.

Station Lights:- Beerburrum, Beerwah, Eudlo, North Arm.

Guards to operate when station unattended.

Train 282 EC/283 469/470 EC (Nambour Scooter) Train consisted of a CLV van, CL coach, CLV Van. The service run to and from Nambour during school days. night the train was stored at Yandina. See engine workings for times. The main reason for this service was to convey school children and shoppers to and from Nambour. 312 and 112 did the other leg to complete the service in both directions.

Other Passenger Services.

Train 439 will be worked with a van with passenger accommodation and passengers may travel from Nambour to stations north thereof except Nashville but the train is subject to alteration or cancelled at short notice.

Train 245 on Mondays, 345 on Tuesdays, Wednesdays and Fridays and 341 on Thursdays, will be worked with an electric light van, convey passengers from Brisbane for Caboolture and stations beyond to Gympie (except Nashville) and stop as required for passengers. Passengers from the Brisbane Suburban Area should be directed to Strathpine to join the train. Fruit for the Maryborough District will be loaded into a box wagon at Caboolture.

Goods/Feight Trains.

Express Freight (Maximum speed Roma Street to Gympie section 50 M.P.H.)

247/242 Cairns, 277/217/201/275/288/240/286 Mackay – Townsville. 327/367/352 Rockhampton

These trains conveyed loading for stations Gladstone and north thereof.

These trains have a maximum speed of 50 M.P.H /80 Km/H. Thus restricted to Rollingstock with a red diamond or red spot. Guard Vans working these train had to be over 16 T/t.

Box Wagons:- QLX, CO, BLC, CLC, CJFF, CMR, CMIS.

Open Wagons:- HSA, HWA, HJSF (Draw hooks), HJST (Auto couplers).

Flat Wagons:- QFC, PC (Transiflats), HRC,

Bulk Loads: PF, HJM.



HRC wagon Whinstanes.

I recall a similar wagon running out of Roma Street with Dairy King ice cream.

It was early days for ISO containers, no reference is made to this traffic in the 1973 Supplement to the Working Time Table. Containers were mainly conveyed on QFC wagons, if carrying one container it was to be loaded on the hand brake end. The 1976 Supplement to the Working Time Table indicated the following restrictions on the speed of trains carrying containers. The maximum allowable speed of all trains carrying containers is 4 mph (7 km/h) over the following bridges. Caboolture River (50.090 km), Petrie Creek (105.310 km), South Maroochy River (112.550 km)

Below is an extract from orders issued from the General Manager's Office on 8th July 1968 for these trains. I would expect the early 70's would be much the same.

247 Mon; Attaches 1 CMIS at Theebine for Townsville.
247 Tues; Attaches 1 CMIS Bundaberg for Townsville
CMIS 31265 Townsville a/c Proc. Traders
CMIS 31288 Townsville Road
CMIS 31266/30895 Townsville
CMIS 31259 Mt Isa Road..
CMIS 31250 Innisfail Road
CMIS Cairns
CMIS Cairns Road.

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367 Tues; CMIS Rockhampton Road.
277 Tues; CMIS 30924 Mackay
CMIS Mackay Road.

Some trains in the Working Time Table conveyed contract loading. This is wagons loaded by QRX, TTS, NQRX, Brambles, TNT, Mt Isa Mines. In the early 70's this was mainly QLX, CO, and PC wagons, some wagons carried company markings. Trains 201, 217, 327, 247, 367, 275, 277 267, 269 conveyed this loading.



Train 275 (Monday)

DEL

QLX – Townsville and western traffic.

Goods vehicles

Small Baggage Car – Mackay traffic

Small Baggage Car – Ayr Road containing Bowen, Proserpine, Home Hill & Ayr loading.

CMR – Townsville Road Perishables (Loading for north of Rockhampton).

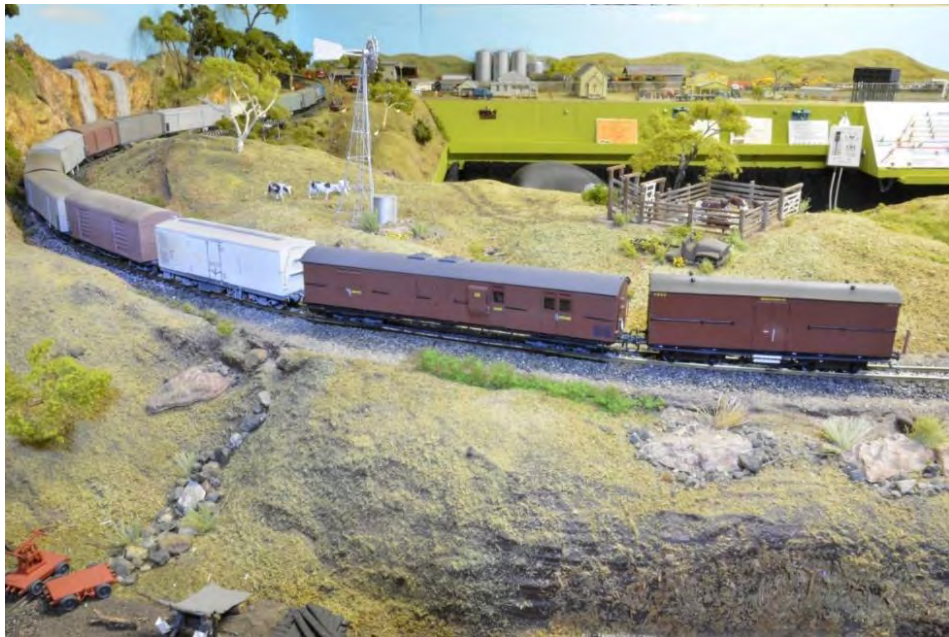
MV – Roadside traffic north of Bundaberg to Rockhampton and mixed roadside for stations north of Townsville.

Small Baggage Car – Maryborough traffic (roadside north of Maryborough to Bundaberg to be loaded in the doorway of the wagon).

Train 288 will be restricted to 16 vehicles between Townsville and Bundaberg, and must to exceed 22 vehicles from Baddow including Bundaberg and Maryborough parcels wagons, Bundaberg loading including refined sugar loaded in express freight rollingstock. This train will not convey containers or other outsize loading and will travel between Mayne and Roma Street Main Passenger Station via Central.

Trains 288, 242, 240 are to be given special attention to ensure punctuality and be given preference over all other trains except Mail Trains with due consideration to opposing trains 247, 367, 275 and 277. These trains will be comprised entirely of express freight bogie stock and will not for passengers, shunt nor perform roadside work between Bundaberg and Gympie. Trains 240 and 242 conveyed interstate fruit and continued onto Clapham.

277 Down will run Monday to Friday inclusive, convey any contract wagons for Garbutt and Townsville, all Mt. Isa wagons and fill to 760 tonnes with loading for beyond Mackay.



275 on Westgate

Goods Trains

These train travelled at 35 M.P.H / 60 Km/H and consisted of ordinary rollingstock including four wheeled wagons. (ALG, ALY, FJS, CLF, CJF, H, HJS, M, S, MTW. to name a few). These trains mainly conveyed loading for the short north to Bundaberg. Given some wagons types were not available for fast freight trains, a few worked through to Townsville with connections to Cairns, Atherton Tablelands and north-west. Cars, Tractor, Trucks, Caravan, plant, rails, light cranky loading etc. was conveyed on these trains to the far north. Also around this time there was weekly movements for new wagons to the coal fields, i.e. VAO/VAH, G/GH wagons, around 1974 there could also be new PYC heading towards Mackay for the sugar.

209/309 (Out of Gauge Loading)/243/245 Mackay/Townsville

387, 318, 244, 330, 406, 406, 350, 258, 370, 396, 246,

439/463/248/456 Bundaberg

485/491/430/472/464 Maryborough

371 Ety Livestock As Required. Stock trains ran as specials on Train Notice subjects to sales.

472 Tuesday and Thursday will attach a wagon of butter at Landsborough for Hamilton Cold Stores.



Train 209 on Westgate

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A summary of how train 209 was modelled can be found on a separate file on your USB drive.
Some trains coming out of Rockhampton conveyed Yeppoon pineapples, (different size bins).

Trains from the Monto Branch carried citrus fruit in bins for Northgate. (some bins were often half empty, I let you guess where the other half went).

Fruit Bins

South Queensland Outside Measurements
7' 0" Long, x 3' 0" wide x 3' 2" high
2134 mm 914 mm 965

Central Queensland Outside Measurements
7' 0" Long x 4' 3" wide x 2' 6" high
2134 mm 1295 mm 762 mm

All bins are to be loaded with the longest side across the wagon, no more than two tiers high. The bottom tier should completely occupy the length of the wagon before commencement of loading of the second tier. Under no circumstances, must bins of different types, loaded or empty, be loaded on the same wagon.

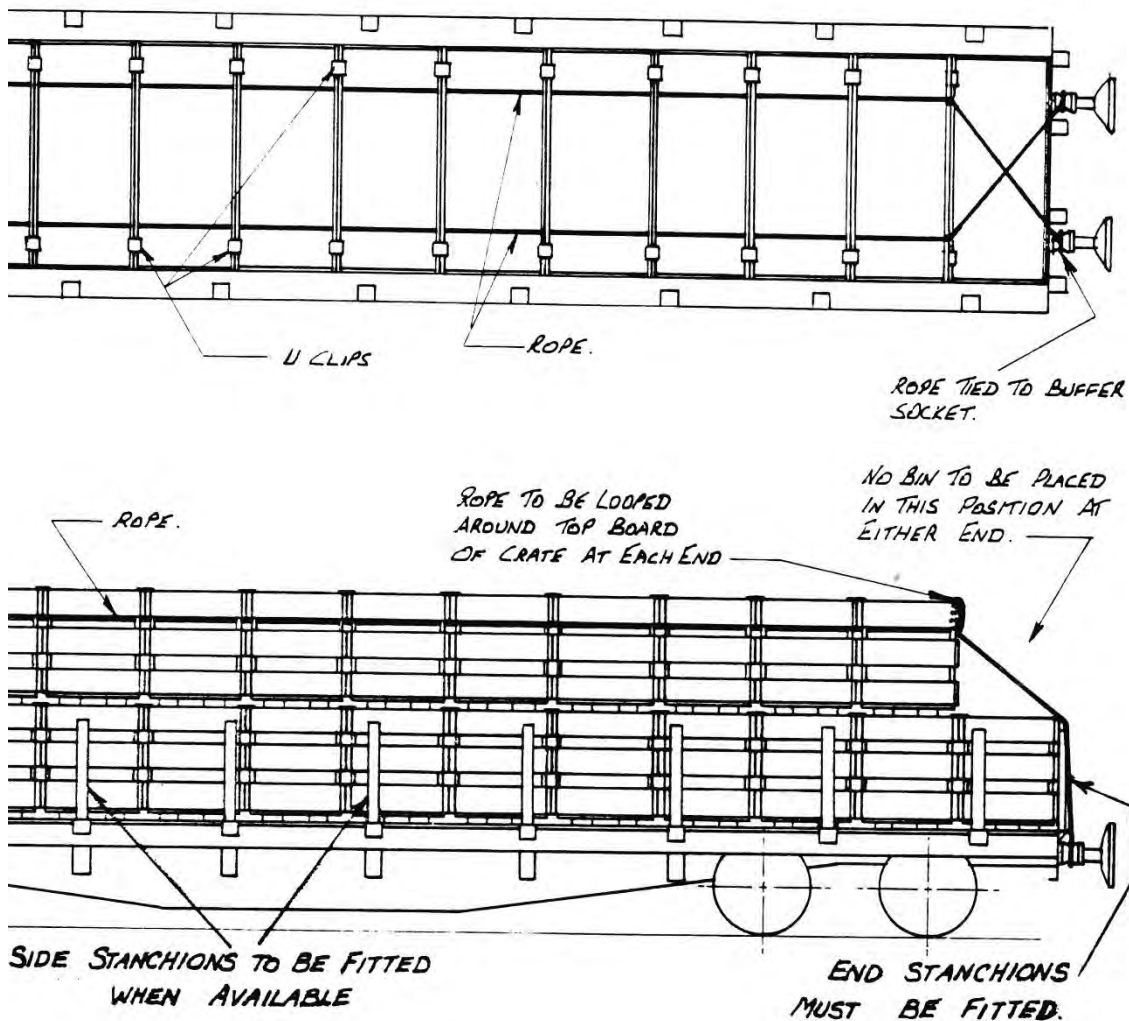
Wagons designed for heavy loads should not be used for this traffic, where lower capacity wagons can be used. However, care must be taken when using high capacity wagons on B class lines to ensure that the axle load limit on these lines is not exceeded.

Southern Bins

Wagon Class	No of Bins On Floor	Loaded Bins Top Tier	Empty Bins Top Tier	Remarks
FJS/FWS	5	3	3	No end bins top tier
30' H	9	2	7	No end bins top tier. One loaded bin on top tier to be placed over each bogie
32' H	10	2	8	No end bins top tier. One loaded bin on top tier to be placed over each bogie
HJS/HSA/HWA	10	8	8	No end bins top tier.
MTW	13	11	11	No end bins top tier.
SP	9	4	9	When 4 loaded bins placed on top, two to be placed over each bogie.
QFX/C	16	14	14	No end bins on top tier. Allowed on S & A class Lines
QFX/C	16	12	14	No end bin top tier. Allowed on S & A and B class lines with 12 tonne axle load
QFX/C	16	6	14	No end bins top tier When 4 loaded bins placed on top, two to be placed over each bogie.
HWO	16	16	16	Allowed s & A lines only
HWO	16	12	16	Allowed on S & A and B class lines with 12 tonne axle load. Space between bins on top tier to be at centre of wagon

Central Queensland Bins

Wagon Class	No of Bins On Floor	Loaded Bins Top Tier	Empty Bins Top Tier	Remarks
FJS/FWS	4	4	4	
30' H	6	6	6	
32' H	7	5	7	No loaded bins at end of top tier.
HJS/HSA/HWA	7	7	7	
MTW	9	7	7	No end bins top tier.
SP	7	5	7	No loaded bins at end of top tier.
QFX/C	11	9	9	No end bins on top tier.
HWO	11	9	11	All Lines Leave gap at centre on top tier of bins
HWO	11	11	11	Allowed on S & A and B class lines with 12 tonne axle load. Space between bins on top tier to be at centre of wagon



Security of loading of these bins should be ensured by the use of :-

- (1) Rope
- (2) Steel U Clips or "Hairpins"
- (3) End and side stanchions on SP, QFC/X wagons.

No less than 2 ropes shall be applied to the full length of each wagon load. The 2 bins at each end of the top tier must be held together, and to the other top tier bins when applicable, by steel "U" clips or hairpins, which are supplied by the consignor. Where part-load consignments or other circumstances leave part of the floor space unoccupied on MTW and SP wagons, the free end of the loads to be anchored by chocks nailed to the floor as well as with ropes and hairpins as above.

Tarpaulins are not to be supplied or used for this traffic. When loading a second tier, care must be taken to ensure the carrying capacity of the wagon and the axle load of the wagon on which it is to travel are not exceed. A loaded bin massed approximately 1.000 tonne.

When conveying special loads/out of gauge loads, Train Notices issued special instructions and restrictions. There was various instructions on marshalling, given staffs were exchanged wide loads were back away from the engine. The only location with clearance issues for high loads was Nambour, trains and station staff were issue with instructions that these trains were not to enter the platform road which was the main line in those days.

Shunt

Shunt trains conveyed everything along the lines of Good Trains.

495 Mayne to Beerwah (Shunts Caboolture to Beerwah) /476 Glasshouse Mts to Roma Street)
483 Mayne to Yandina (Shunts Landsborough to Yandina) /468 Clapham detaching Northgate and Normanby.

491 Mayne to Maryborough will convey all loading available from Mayne and Roma Street yards for stations Eumundi to Gympie, Mary Valley Branch and for stations Gympie to Baddow and two road wagons, one loaded Eumundi and forward and one Tamaree and forward. Train 462 Gympie to Clapham shunts Gympie to Eumundi detaching Northgate via Central Roma Street.

7S/10S (water gangs Monday) Yandina to Pomona returning to Nambour

5S/4S Gympie – Monkland and return.

North Arm loading 483/7S.

483/491 both convey a poison road wagon. Tarped FJS at first, later years was an ALJ/ALY wagon.

Train 468 Engine, Clapham Interstate, Northgate, Moolabin, Roma Street and other destinations including empties, Van.

462 will convey sand from Gympie and will shunt and do roadside work as required at stations Monkland to Yandina (inclusive), but will not shunt between Yandina and Zillmere except at Woombye and Palmwoods on Monday, Tuesday, Wednesday and Thursday to attach a wagon of Roma Street fruit or at to detach livestock from Yandina and beyond. Roadside loading for Brunswick Street must be forwarded, as far as possible, by this train.

During the early 70's, town water was being extended to towns between Elimbah to Woombye. Most shunt trains were conveying wagons loaded with "Hardie" pipes.

At times, faster transit times for far northern destinations was achieved by sending wagon south to Brisbane where wagons could be attached to through trains.

Specials

Each year just before the EKKA, a Showman Guild Train would run from Cairns to Brisbane convey sideshow ally rides etc. , trucks, trailers, caravans etc. 1974 train consisted of DEL 1512, 7 QFC – Roma Street, 17 QFC – Clapham, DAS 1130, BBV 1620.

Sugar Trains:- During the season (July – December) sugar was conveyed from Nambour to New Farm in WHO wagons covered by tarpaulins. The wagons were used in the grain traffic out of season. VAOS wagons worked the train after 1979.

Pineapple Trains:- During the peak seasons, a special extra train would run to Woombye and Palmwoods. Plus 476 the Glass House Mts would commence from Beerwah.

After the 74 floods, coal trains ran from CQ to Tennyson. Two E.E. locos, about 25 VAO's, Van. Speed of coal trains in this era was 35. M.P.H.

Mayne Engine Working.

111/30 Roma Street to Yandina evening train returning early next morning. (90t DEL if available, hard work for a 1720). The crew camped the night in the quarters and returned to Mayne the next morning.

483 / 282 EC / 283 / LE / 7S / 10S / 469 / 470 EC / LE / 468. (Most times a 60 t, DEL 1720).

	483	282	283	LE	7S	10S	469	470/LE	468
	Shunt	E/Cars	Pass	LE	Shunt	Shunt	Pass	E/Cars LE	To Clapham
Mayne	10:05								(11:57)
Northgate									11:45
Caboolture	11:08/23								10:10/35
Beerwah									8:30/43
Landsborough	00:12/25	7:33	7:50						7:56/8:23
Mooloolah	00:32/1:00		7:56						7:34/49
Eudlo	1:07/19		8:03						7:7/27
Palmwoods	1:26/2:45		8:10/15						5:46/7:00
Woombye	2:50/3:30	(7:15)	8:20						5:16/40
Nambour	3:36/4:28		8:26	8:35		2:03	3:36	5:00	5:10
Yandina	4:39	6:55		8:44	9:20	1:08/50	3:37	4:45/50	↑
Eumundi		↑			9:32/10:25	12:36/55	3:50	4:35	
Cooroy					10:43	12:00/20			
Pomona					10:55	11:45			
	Read Down	Read Up	Read Down	Read Down	Read Down	Read Up	Read Down	Read Up	Read Up

483 Friday terminated at Yandina on Saturday morning and the engine went vehicle on 439 to Gympie.

Yandina was a depot with one crew (Driver, Fireman and a Guard). 483 was worked with Mayne crew, after some shunting the troops signed off and went to the quarters for some shut eye. Yandina crew signed on at 06:00 and worked 282/283/7s/10s/ Shunt Nambour and worked 469 to Yandina. The rested Mayne crew signed on and worked 469/470 and shunted Nambour to Beerwah on 468, they were relieved in the Mayne area, signed off after being away over 24 hours.

Supply of Drinking Water. (Normally an FGW wagon from Mayne and Gympie)

During the early 70's a number of locations north of Caboolture did not have a town water supply, most railway houses/stations had water tanks. Gangs working on the line would place small tanks beside the line for water. This could a worksite like a bridge gang doing repairs or concreting. When water was required, they would display a white flag. The next train allocated to water gang would stop and the fireman and Guard would fill the tank from the water wagon on the train.

The wagon was generally marshalled behind the engine. The driver would place the wagon beside the tank with the assistance of the fireman. The fireman would set up the plank for the hose and run the canvas hose to the tank along the plank. He would then climb onto the wagon to operate the outlet value. The Guard would walk up and ensure the water went into the tank and the hose didn't fall off the plank. If it was a long train and the crew were mates, the Driver may assist the Fireman by operating the outlet value. (The job on the ground one could get wet ???).



Trackside water Tank 250 gallons ??

Petrie to Landsborough 439 Mondays (detach Nambour for 468)
Landsborough to Yandina 483 Wednesday (returns 462 /468 to Mayne)
Yandina to Pomona 493 Sundays, 7S Mondays (return 10S Nambour, 468 Mayne)
Gympie to Woondun 462 Monday and Thursday (detach Cooran return 491 to Gympie)
Tandur to Cooran 462 Wednesday (detach Cooran return 491 to Gympie)

Work Trains

From time to time, special trains ran to unload ballast or rails. Sleepers for general use were unloaded by local gangs. One or two wagons would be attached to a daylight train, the running of the train was altered on Train Notice giving extra time in the allocated sections. Shunt Train 7S (Yandina – Pomona) and Train 439 would be given the task for this work. Sleepers were loaded in open wagons (mainly FJS/H/HJ/HJS wagons).

Conclusion

If you model another location or era, operational practices and make up of trains can be worked out by following similar steps. Check out the local business, what sidings were in the yard, what happen at nearby locations, study the back pages of the Working Time Table, field trip to the area. By putting the pieces together you can run trains appreciable to your location.

Please feel free to ask questions, we may not have all the answers, but are willing to try.

We trust you enjoyed our presentation and you are able to extract something to help with your railway. Trust you enjoyed the convention.

John Armstrong, Arthur Hayes | North Coast Line Operations

Reference

1973 Working Time Table. North Coast Line and Branches (Brisbane to Avondale).
1973/76 Supplement to Working Time Tables
Circular Memos
Weekly Notices
Local daily Instruction
Loading and Securing of Freight Manual.
Work experience and observations.



Mineral Sand. Gympie to Whinstanes VSE wagons



Interstate grain Central Division to Clapham.



Every couple of years, Interlocking Fitters moved along the NCL servicing the cabins.



Local goods in CLF wooden box wagons



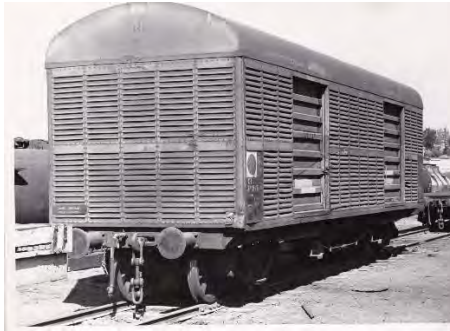
FLJ Wagon ; Lime from Tamaree to Bradford Kendal at Runcorn



HSA wagon with wool load from CQ.



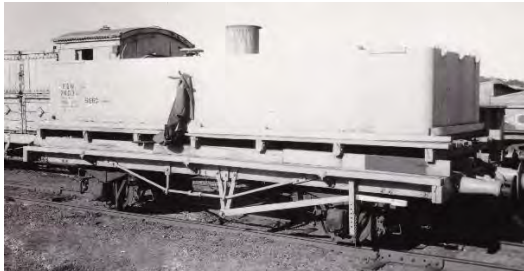
HJM Wagon bulk malt Toowoomba - Cairns.



Express Freight Box Wagons



Cars and Tractors to the north. SMS and SML wagons



FGW (**F**resh **G**ood **W**ater) Wagon
used to water gangs.



WHO wagons Nambour sugar Traffic
Replaced with VAOS in 78.



Traincrew Quarters Yandina (Guards Accommodation)