

“O” Class Tank Wagons on Q R

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This presentation is a coalition collection of information from various sources in attempt to summaries tank wagons that worked on the QR network to assist the QR modeller.

I wish to acknowledge the various sources that where collated to form this paper.

Queensland Railway.

Plan Diagram Book, Working Time Tables, Circular Memos, Weekly Notices, Annual Reports, Book of Rules, General Appendix, List of sidings. List of Incidents/Derailments. Rollingstock Books 1982/1991

Australian Model Railway Association Queensland.

Library. Documents, Photographs, Plans. (Dr.Steve Suggit, Ted Ward)

Australian Railway Historical Society, Queensland Division.

Sunshine Express.

Historian's.

John Kerr Notes, John Armstrong, Keith Mc Donald.

Railway Men.

Various work colleagues I work with over 45 years.

Internet.

Oil Company history. Photos. Booksvic

The information was entered as found, some variations may occur in some parts.

Overview

Prior to 1926, tank wagon were mainly ex-Army tanks on wooden underframes consisting of two (2) classes OCJF and OHJ.



(Photo AMRA Qld Collection. Late Dr. Stephen Suggit)

After 1926 most “O” class tank wagons were privately owned by Oil Companies and were used to convey oil products (fuel/oil/bitumen) from coastal oil terminal to country fuel depots and customers.

There was over 600 vehicles build by various companies, generally in small batches. Many were transferred between states and companies.

Mainly, railway workshops maintained the wagons. Later years the oil companies took care of tank tests.

Tank wagon received priory transit in both directions.

Wagons basically fell into five groups.

Group 1.

* Capacity subject to type of product. # Company Letter/Code.

“A” & “S” Class Lines 15.75 t axle load for wagons (90 tonnes DEL's)

“B” Class Lines (Branch Lines) 10.16 tonnes (60 tonnes DEL's)

Class	Length	Capacity *	Gross	Remarks
O#	32'	5000 Gal	32	(Available for Branch Lines)



1961 – 71 some Oil Tanks had “O” for identification. (Oil / overload??)

Group 2.

Class	Length	Capacity *	Gross	Remarks
O#E	40'	6000 Gal	38/40	(Available for Branch Lines)

Many entered service as O#X, 1965 this was changed to O#E. "X" denoted Bogie Exchangeable. "E" denoted 40 tons gross.



Group 3.

Class	Length	Capacity *	Gross	Remarks
O#Y	45'	8,500 Gal	48	("A" & "S" class lines Only)





Group 4.

Class	Length	Capacity *	Gross	Remarks
O#O	Various	10,000 Gal	63	("A" & "S" class lines Only)





Group 5.

Class	Length	Capacity *	Gross	Remarks
O#AO		13/14,000 Gals	63	Aluminium ("A" & "S" class lines Only)



Tank Wagon Classifications.**First Letter**

“O” Eight Wheel Tank Wagon

Second Letter

Company Owner

OA	Atlantic Union Oil co Esso	OL	Ampol
OB	British Imperial Oil Co Shell	OP	Purr-Pull Oil P/Ltd H.C. Sleigh (Golden Fleece) Caltex
OC	C.O.R. / BP	OQ	Queensland Oil Refineries Road Services P/Ltd Boral Resources
OD	Copper Refineries ACF & Shirley Fertiliser Consolidated Fertilisers	OM	Mt Isa Mines
OE	Phillips Oil Products H.C Sleigh	OR	Queensland Railway
OF	Emoleum (Aust) Ltd		
OH	Amoco Aust P/Ltd	OS	Colonial Sugar Refining Co
OJ	Total Australia	OT	Caltex
OK	Road Service P/Ltd	OV	Mobil
LA	Minenco Pty Ltd	LP	Gas Supply Co Boral Ltd

Third Letter or Last Letter**Gross Mass of Wagon**

OB	32 tons gross	Approx 5,000 Gals
OBE	40 tons gross	Approx 6,000 Gals
OBY	48 tons gross	Approx 8,000 / 9,000 Gals
OBO	63 tonnes gross (Steel Construction)	Approx 10,000 /13,000 Gals

Third Letter “A” (OBAO) Aluminum Construction.

Fourth/Last Letter

This were things can get a bit messy.

A	Wagon fitted with cast steel bogies. Available for Express Freight Trains as 80Km/h runner. Generally used if the entire class not the same. OB wagon – 60 Km/h, OBA wagon – 80 Km/h. Added to most wagons with cast steel bogies in 1983.
T	Wagon fitted with buffers, auto coupling with transition links. Generally used if the entire class not the same. OB wagon – hook drawgear D3 classification, OBT wagon fitted with buffers, auto couplings and transition. Auto couplings, D1 drawgear classification, increase tonnages on trains.

M	In the early 1990's, a large number of the smaller tanks (O?, O?E, O?Y) had their tanks fitted to surplus QR wagon frames. QLX, HO, WHE, BLC, CMIS underframes were used. Or buffers were removed.
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Other changes

In 1984, all tank wagons were given 5 number with the introduction of computerized Rollingstock Information Control System (RICS).

The following example gives some idea on the changes over the years for OB 82.

E. Deakin, In service 1952. OBA 82 – 6/1981. OBA 43861 – 12/1984, OBEM 8/1993 underframe from QLX 32425.

During the 1960's some newer tank wagons has a gross mass of 36 tons and were classified as O#O, but reverted back to O# early 1970 with the introduction of the 63 ton wagons which received the "O" classification. Most were fitted with heating coils for Oil.

Builders:-

Below is a list of manufactures of tank wagons. Sometimes the underframe had a different builder to the tank.

Tulloch, Indeng, CLTB Tanks, E. Deakins, Walkers, Ipswich Shops, E. A. Phelan, Comeng, Humes, Scotts, Steelweld, Austeng, Goodwin, Clyde, E.Electric, Hurst Nelson, Hoskins, Transrail.

Wagons were also transferred from other states onto the QR network, the first being in 1970 from NSW. Wagons from WA, SA, and Victoria also made their way to Queensland. Some had their tanks removed and added to surplus QR wagons. Wagons arriving mid 1990's had their tanks removed and added to a container base frame. This new arrangement saw service on QR Container wagons, mainly PCZY's.



History

1927 OB 1 - 10 entered service

1927 OV 1 - 10 entered service

1929 OT 1 & 2 entered service.

1930 OC 1 entered service

1970 Tow Anchors added to the side frames.

(OTY wagons had this as standard when built)

1971 Tanks Cars with ride control bogies became Express Freight Rollingstock (Red Circle) No change in classification.



AMRA Qld Collection



1978/83 Some wagons with Ridge Control bogies identified with “A” on the end of their classification. (Mainly if the class has a mix of bogie types).

Late 1970’s Anti-slip added to top working area by some companies.

1984 Tank Car numbers into RICS (5 numbers)



1985 DG Code



1985 Oil Companies sharing facilities. Many of the smaller Tanks were written off.

1993/4 Most tanks required for future requirements were modified with new frames (mainly first contract QLX's, a few HO, PHO and WHE frames were also used) or had their brake equipment modified. Some tanks were also extended. Many of the smaller tanks were scrapped or sold for spare parts.



Tank on WHE Underframe



Tank on QLX Underframe



BLC Underframe



PHO Underframe



OBAM 43940 Pinkenba on PFC underframe. (July 2005)

1993 QR purchased surplus wagons from the oil companies for spare parts, many of 63 t tank wagon were leased to Shell. OLO, OPO, OTO all classed OLO. (*"L" Leased wagons ??*)



About 2007 Bottom Loading and Discharging. (Mainly Shell & BP).



About 2007/8 last bulk fuel trains from Brisbane to the west.



About 2010 last railing of fuel from Brisbane to Townsville.



About 2017, the last railing of fuel from Townsville to Mt Isa.

Tank Wagons in Service July 03 to June 04

QR

Class	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
OJMY	1	1	1	1	1	1	1	1	1	1	1	1
OLAO	5	5	5	5	5	5	5	5	5	5	5	5
OLAOM	1	1	1	1	1	1	1	1	1	1	1	1
OLO	21	21	21	21	21	21	21	21	21	21	21	21
OPY	2	2	2	2	2	2	2	2	2	2	2	2
OPYM	3	0	0	0	0	0	3	3	3	3	3	3
ORO	1	1	1	1	1	1	1	1	1	1	1	1
OROM	12	12	12	12	12	12	12	12	12	12	12	11
OTYM	5	5	5	5	5	5	5	5	5	5	5	5
OVAO	0	0	5	5	7	6	6	5	5	5	2	2
	51	48	53	53	55	54	57	56	56	56	53	52

BP

Class	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
OCAM	5	5	5	5	5	5	5	5	5	5	5	5
OCAO	4	4	4	4	4	4	4	4	4	4	4	4
OCAOM	1	1	1	1	1	1	1	1	1	1	1	1
OCEM	12	12	12	12	12	12	12	12	12	12	12	12
OCO	5	5	5	5	5	5	5	5	5	5	5	5
OCYM	1	1	1	1	1	1	1	1	1	1	1	1
OHAO	7	7	7	7	7	7	7	7	7	7	7	7
OHEM	13	13	13	13	13	13	13	13	13	13	13	13
OHET	2	2	2	2	2	2	2	2	2	2	2	2
OHO	7	7	7	7	7	7	7	7	7	6	6	6
OHOM	10	10	10	10	10	10	10	10	10	10	10	10
OHY	2	2	2	2	2	2	2	2	2	2	2	2
OVAO	0	0	10	10	10	10	10	10	10	10	10	10
	69	69	79	79	79	79	79	79	79	78	78	78

SHELL

Class	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
OBAM	21	21	21	21	21	20	19	19	19	19	19	19
OBAO	11	11	11	11	11	11	11	11	11	11	21	21
OBAOM	3	3	3	3	3	3	3	3	3	3	3	3
OBAT	1	1	1	1	1	1	1	1	1	1	1	1
OBEM	17	17	17	17	17	17	17	17	17	17	17	17
OBOM	0	0	0	0	0	0	0	0	0	0	0	1
OBYM	2	2	2	2	2	2	2	2	2	2	2	2
	55	55	55	55	55	54	53	53	53	53	63	64

Modelling the Railways of Queensland Convention 2018

Tank Wagons in Service July 2012 to June 2013

QR

Class	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
OLAO	1	1	1	1	1	1	1	1	1	1	1	1
OLAOM	1	1	1	1	1	1	1	1	1	1	1	1
OLO	8	8	8	8	8	8	8	8	8	8	8	8
OROM	4	4	4	4	4	4	4	4	4	4	4	4
OVAO	2	2	2	2	2	2	2	2	2	2	2	2
	16	16	16	16	16	16	16	16	16	16	16	16

SHELL

Class	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
OBAO	22	22	22	22	22	22	22	22	22	22	22	22
OBAOM	3	3	3	3	3	3	3	3	3	3	3	3
OBEM	10	10	10	10	10	10	10	10	10	10	10	10
OBOM	3	3	3	3	3	3	3	3	3	3	3	3
OBYM	1	1	1	1	1	1	1	1	1	1	1	1
	39	39	39	39	39	39	39	39	39	39	39	39

BP

Class	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
OCAO	4	4	4	4	4	4	4	4	4	4	4	4
OCAOM	1	1	1	1	1	1	1	1	1	1	1	1
OCO	5	5	5	5	5	5	5	5	5	5	5	5
OHAO	17	17	17	17	17	17	17	17	17	17	17	16
OHEM	3	3	3	3	3	3	3	3	3	3	3	2
OHO	6	6	6	6	6	6	6	6	6	6	6	6
OHOM	13	14	14	14	14	14	14	14	14	14	14	13
	49	50	50	50	50	50	50	50	50	50	50	47

The following wagons are still on the books in 2018. Most are not available for traffic. What a mix this set of numbers.

Wagon	Location	Wagon	Location	Wagon	Location
OLO 44248	Mackay	OBOM 43937	Townsville	OHO 44188	Townsville
OBOA 43924	Townsville	OBEM 43861	Townsville	OHOM 39003	Townsville
OBOA 43926	Townsville	OBEM 43867	Townsville	OHOM 39009	Townsville
OBOA 43930	Townsville	OBEM 43880	Townsville	OHOM 43643	Townsville
OBOA 43933	Townsville	OBEM 43896	Townsville	OHOM 44166	Townsville
OBOA 43934	Townsville	OBOM 39001	Townsville	OHOM 44174	Townsville
OBOA 44346	Townsville	OBOM 39002	Townsville	OHOM 44175	Townsville
OBOA 44416	Townsville	OBYM 43898	Townsville	OHOM 44176	Townsville
OBOA 44544	Townsville	OCO 44647	Townsville	OHOM 44177	Townsville
OBOA 44545	Townsville	OCO 44648	Townsville	OHOM 44178	Townsville
OBOA 44548	Townsville	OCO 44649	Townsville	OHOM 44179	Townsville
OBOA 44555	Townsville	OCO 44650	Townsville	OHOM 44187	Townsville
OBOA 44556	Townsville	OHAO 44185	Townsville	OMY 44279	Mt Isa
OBOA 44561	Townsville	OHO 44164	Townsville		
OBOM 43907	Townsville	OHO 44173	Townsville		

This set of numbers suggests some classifications have been changed (ORO to OBOM and OHOM, some OVAO to OBAO) and previously unused numbers have been allowed to other wagons. OBOA 44346 started life as OPAO 30 in 1977, then OPAO 44346 in 1984, sold to Caltex, Sold to QR in 1996 and became OLAO 44346 and then OBAO.

Construction Types

Riveted



Welded



Aluminum



Oil Companies

1963 Privately Owned Wagons List of Goods Rolling Stock and Description (W.N. 1/63).

Esso Standard Oil Aust. Pty Ltd	Eight-wheeled tank wagons Class OA
Ampol Petroleum (Qld) Pty Ltd	Eight-wheeled tank wagons Class OL, OLX
B.P. Aust. Ltd	Eight-wheeled tank wagons Class OC, OCX
Caltex Ltd.	Eight-wheeled tank wagons Class OT, OTO, OTX, OTY
Colonial Sugar Refining Co.	Eight-wheeled tank wagons Class OS
Copper Refineries Pty Ltd T'ville	Eight-wheeled tank wagons Class ODX (Sulphuric acid)
Emoleum Australia Ltd	Eight-wheeled tank wagons Class OFY
Mobil Oil Australia Pty Ltd	Eight-wheeled tank wagons Class OV, OVX, OYV
Phillips Oil Products Ltd	Eight-wheeled tank wagons Class OEY
Purr Pull Oil Pty Ltd and H. C. Sleigh Ltd (Golden Fleece)	Eight-wheeled tank wagons Class OP, OPX, OPY
Queensland Oil Refineries Pty Ltd Brisbane	Eight-wheeled tank wagons Class OQ, OQX, OQY
The Shell Co. of Australia Ltd	Eight-wheeled tank wagons Class OB, OBO, OBY
Compressed Yeast Co. Toowoomba	Eight-wheeled tank wagons Class OGX

OA Class

Atlantic – Esso (1962 – 1990) – Mobil

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Type	Capacity	Bogie Centres	Bogies
1 - 7	43765 - 71	1951/52	28' 0½"	6' 1½"	Welded	5000 G	21'	QR 4
8 – 14	43772 - 78	1951	28' 9½"	6' 2½"	Welded	5000 G	21'	QR 4
15 – 26	43779 - 91	1952	28' 0½"	6' 1½"	Welded	5000 G	21'	QR 4

P 168 A	OA	Esso	1951/2	1 – 26 (43765 - 43790)
P 376	OAAO		1981	27 (43791) (Indeng)
P 508	OAA		1992/3	43770/71, 43783 (WHE U'frame)

All OA had Tulloch Frames, OA 8 – 14 had Commonwealth Land Transport Board (CLTB) OA 8 – 14 were Tanks off OV's. All Esso Tanks were 1 Compartment.

Reclassified OAA 81/88.

Nos 43765 – 43804 allowed. Renumbered 1985.

OAA Class P 508

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
43770, 43771, 43783	1992/3	8 547	1 867	1	33 t	22 730	8 076	QR 9

Tanks on WHE underframes.

93 OAEM 43767 mounted on QLX frame.

Wagons not modified written off 1992/3.



OA



OA



OA 23. (Photo AMRA Qld Collection. Late Dr. Steve Suggit)

OAAO Class P 376

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
43791	1981	14 646	2 235 / 2 575	2	63 t	62 400 l	10 890	QR 29 Auscopac



OAAO 27



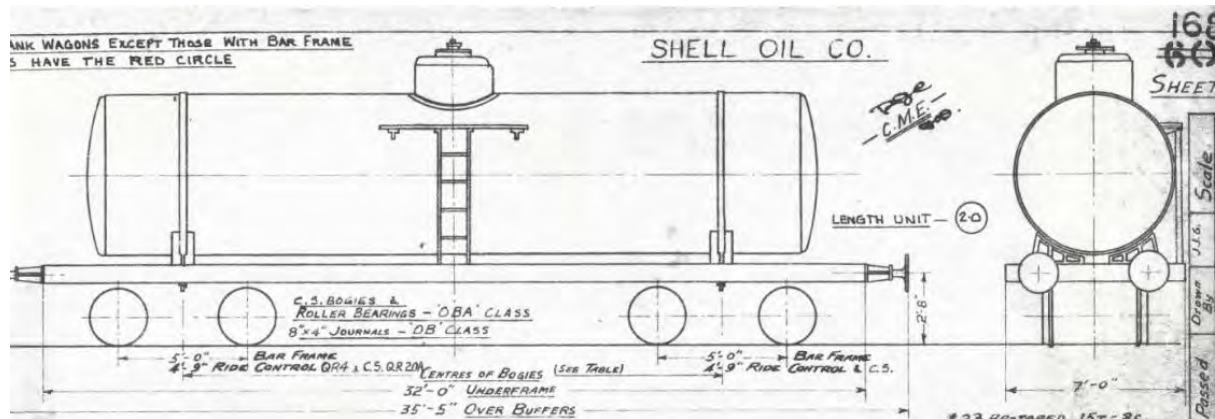
OAAM 43771

OB Class

British Imperial Oil Company (1927) – Shell Co of Aust – Shell Australia (Neptune 1926)

OB Tank Wagons (All tanks have one Compartments and have a nominal gross of 32 tones.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Type	Capacity	Bogie Centres	Bogies
1 - 9	43805/13	1927	29'6"	6'	Rivetted	5000 G	21'	BF 1
10	w/off 10/74	1927	21'5½"	5'	Rivetted	2500G	15'6"	BF 1
11	43814	1928	24'9"	6'	Rivetted	4400 G	21'	BF 1
12 - 15	14/43815	1928	29'6"	6'	Rivetted	5000 G	21'	BF 1
16 - 23	43816/21	1929	28'4¾"	6'1½"	Rivetted	5000 G	19'	BF 1
24 - 35	43822/30	1929/30	28'4"	6'1½"	Welded	5000 G	21'	BF 1
36	43831	1931	28'5"	6'1½"	Welded Centre sill Frame	5000 G	21'	BF 1
37	43832	1931	25'4"	6'1½"	Welded Centre sill Frame	4400 G	21'	BF 1
38 - 40	43833/43835	1936	28'5"	6'1½"	Welded	5000 G	21'	BF 1
41 - 46	43836/43844	1937	30'	6'1½"	Welded	5000 G	21'	BF 1
47 - 50	43842/43845	1937	30'	6'1½"	Welded	5000 G	19'	BF 2
60,61,68,72 Ex Army Tanks	43850 43851 43854	1950/2	28'9½"	6'2½"	Welded	5000 G	21'	BF 1
76 - 84	43852/63	1952	30'5"	6'1½"	Welded	5000 G	21'	BF 1
85,87,88	43868/43871	1952	30'5"	6'1½"	Welded	5000 G	21'	QR 4
51, 58,59 Ex Army Tanks	43846 43848-9	1953	28'9½"	6'2½"	Welded	5000 G	21'	BF 1
91 - 96	43879	1953	30'5"	6'1½"	Welded	5000 G	21'	BF 1
99 - 104		1953	30'5"	6'1½"	Welded	5000 G	21'	QR 4
71, 55 Ex Army Tanks	43853 43847	1954	28'9½"	6'2½"	Welded	5000 G	21'	BF 1
105 - 116	43880/43890	1954	30'5"	6'1½"	Welded	5000 G	21'	BF 1
117 - 123	43875/43896	1955	30'5"	6'1½"	Welded	5000 G	21'	BF 1



Wagons fitted Ridge Control bogies classed OBA 1978/1987
 Nos 43805 – 43974 allowed. Renumbered 1984/5.
 OB 13 Swanbank, OB 17 Rosewood, OB 22 Mary Valley.
 OB 12 tank made ORL 31130

Other Modifications:-

OB 86, 89, 97, 98, 90, 101, 102. Fitted with heating Coils (Oil) Gross 36t. Reclassified in 1961 as OBO and reclassified again in 1971 as OB QR Drawing 168.

OB 111, 116, 121 & 123 reclassified "OBA" in 1976 when fitted with C.S. R/B Bogies.

OB 1 – 15 Evans Deakin, OB 16 - 23 Walkers, OB 24 - 50 Evans Deakin,
OB 51 – 75 Ipswich W/Shops, OB 76 – 83 Evans Deakin/Ipswich,
OB 84 – 110 Evan Deakin, OB 112 – 128 Tulloch.

OB 80 – 86, 88 -90, 118, had tanks extended reclassified OBE in 1992/3

OB 81 to OC 36 – 1948. OB 67 to OP 5 -1950. OB 68 to OV 48 -1951,

OB 69 to OC 34 – 1948, OB 79 to OC 32 – 1948. OB 80 to OC 35 – 1948.

OB 118 to OV 74 -1966, OB 103, 104 to OV 77, 78 in 1966 (Underframes only ??)

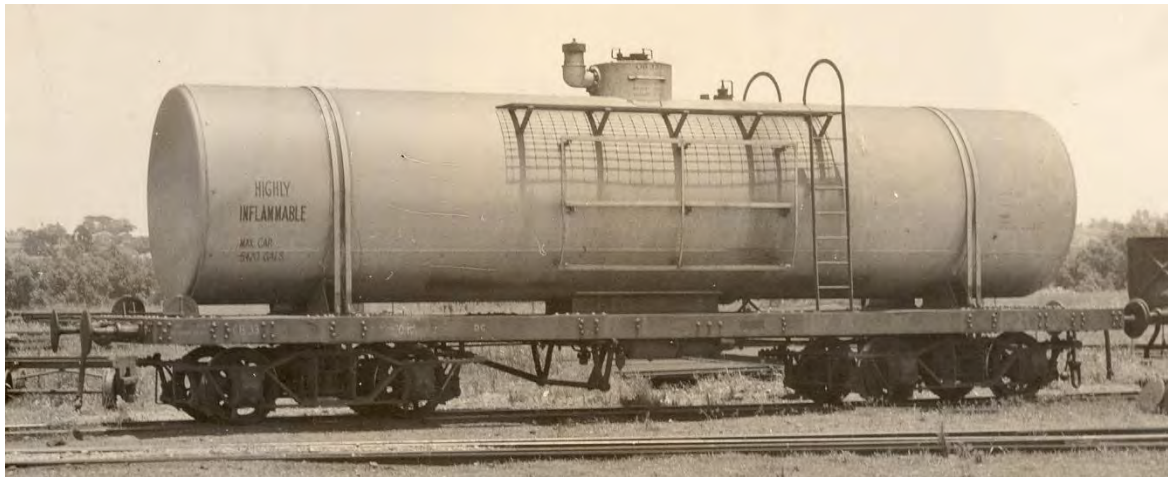
1985 - 1993 many of the early wagons were written off.



OB 118 (Internet – Tulloch)



OB 107 AMRA Qld Collection



OB 33 AMRA Qld Collection



OB 17 AMRA Qld Collection (Rosewood)

Most OB class were Black underframes with silver tanks.
June 85 SE. OBAT 43911 x overhaul painted grey.



OBA 43920



OBA 43940



OBAM 43910



OBAM 43919

OBA / OBAT Wagons. Plan P 321 Tank Wagons from WAGR

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
43908 – 14	1974	10 185	1 858	1	39 t	26 820	7 010	QR 20
43915 – 16	1975	10 185	1 858	1	38 t	26 820 l	7 010	QR 20
43919 – 43920	1975	8 610	1 848	1	34 t	22 730	7 010	QR 20
43291	1975	8 610	1 848	1	34 t	22 730	7 010	QR 17
43922	1975	8 610	1 848	1	34 t	22 730	7 010	QR 20
43939	1993	8 690	1 867	1	35 t	22 730	BLC f	QR 2
43940	1993	8 690	1 867	1	35 t	22 730	PFC f	QR 4


OBAM 43939

OBA Tank Wagons

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
137/142	43911/16	1973/75	10185	1858	38.4 t	22,820 Lt		QR 16
145/148	43919/22	1975	8610	1848	34.1 t	22,730Lt		

Wagons 43909 – 43910 placed on QLX underframes

OBA / OBAT Wagons. Plan P 321

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
139 – 144	43913 – 8	1974/5	10 185	1 858	1	38 t	26 820 l		QR 20
145 – 148	43919 – 22	1975	8 610	1 848	1	38 t	22 730 l		QR 20

OBE Wagons. P 268

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
127 – 131	43901 -5	1966	30' 5"	6'1½"	40 T	5,000 g	24' 6"	QR 13

Insulated and fitted with burner tubes for bitumen.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
	43941 – 42	1985 Ex Vic						
	43943	1990						



OBV Wagons. P 168 B

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
124 -126	43898 -43900	1960	42' 2"	6' 6"	48 t	8,550 G	33'	QR 11

OBV Class P 509

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
43898 – 43900	1993	12 852	1 980	1	452t	38 869	10 060	QR 27

Tanks on HO Underframes.

OBAO Wagons. Plan P 316

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
132 – 33	43906 – 7	1972/3	14 655	2235/2590	63 t	61 827 l	15 110	QR 26
149 / 150	43923 – 24	1977	14 572	2235/2575	63 t	62 700 l	14 680	QR 30
151, 152, 155	43925/26/29	1977	14 566	2235/2575	63 t	62 720 l	14 680	QR 30
153 – 154	43927/28	1976	14 500	2235/2590	63 t	62 900 l	14 960	QR 30
156 -160	43930 – 34	1979	14 646	2235/2575	63 t	62 848	14 700	QR 30
161 – 164	43935 – 38	1979	14 646	2235/2575	63 t	62 848	14 700	QR 30

All single Compartment Tanks.

OBA Wagons. Plan P 321 Tank and Underframe Ex WAGR.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
134 – 38	43908 – 12	1973	33' 5"	6'1½"	1	38 t	5,920	23' 0"	QR 20

OBOT Class P 461 2 of 2

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
43943	90	11 000	1 890	1	56 t	29 600	8 080	QR 9

Bitumen, Tank EX SRA, on WHE Underframe, WHO Brake Levers.

OBOT Class P 461 1 of 2

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
43941, 43942	90	9 918	2 134	1	56 t		8 080	QR 9

Bitumen, Tank EX SRA, on WHE Underframe, WHO Brake Levers.

OBE Class P 268

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
43857, 43859, 43861 – 63 43867 – 69, 43871 -73, 43875 – 77, 43880, 43883, 43885 -87, 43889, 43891 – 93, 43896, 43908, 43912, 43917.	1992 1993 1994	11 950	1 867	1	50 t	32 000	8 990	QR 16/22

Underframes from QLX's 32369 – 32688

**OBEM 43939**

P 168	OB	Shell	1927/55	1 – 123 (43805 – 43898)
P 168 B	OBY	Shell	1960	124 – 126 (43898 – 43900)
P 168	OB/OBO	Shell	1956	88, 89, 90, 97, 98, 101, 102 OB in 71 (Oil)
P 321	OBA OBAT OBATM	Shell	1973	134 – 148 ex WA (43908 – 43922) M when buffer removed
P 316	OBAO	Shell	1972/80	132 – 33 (43906/7)
P 268	OBE	Shell	1966	127 – 131 (43901 – 43905)
	OBAO	Shell	1977/80	149 – 164 (43923 – 43938)
	OBA	Shell	1985	43939 (BLC Frame) ex WA 43940 (PFC Frame) ex WA
	OBET	Shell	1990	43941 – 43 (WHE Frames) ex Vic
P 509	OBY		1993	43098/900 (HO U'frames)
P 461-2	OBOT		1991	43943 ex SA, WHE U/frame, WHO Brake Levers. Bitumen
P 461-1	OBOT		1991	43941/2 ex SA, WHE U/frame, WHO Brake Levers. Bitumen
P 268	OBETM 1993	43857, 43859, 43861/3, 43867/69. 43871/73, 43875/77, 43880, 43883, 43885/7, 43889, 43891/3, 43896, 43908, 43912, 43917 (QLX U/frame, OB/OBA Tanks extended)		

**OBA 43322**

OC Class**Plan P 169****Commonwealth Oil Refineries – 1957 (C.O.R.) – BP Aust (British Petroleum)**

Joint Terminal with Mobil 1985

Whinstanes

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 – 3	43975 – 77	1930/36	28' 5"	6' 1½"	32 T	5,000 g	21'	BF 1
4 – 12	43978 – 43986	1938/40	27' 4½"	6' 1½"	32 T	5,000 g	19'	BF 2
13 – 19, 22 – 32 Ex Army Tanks	43987 – 93 43996 – 44006	1951/2	28' 9½"	6' 2½"	32 T	5,000 g	21'	BF 1
33 – 40 20 – 21 Ex Army Tanks	44007 – 44014 43994 – 95	1952/3 1953	28' 0½" 28' 9½"	6' 1½" 6' 2½"	32 T 32 T	5,000 g 5,000 g	21' 21'	QR 4 BF 1
41 – 44	44015 – 44018	1954	28' 5"	6' 1½"	32 T	5,000 g	21'	QR 4
45 – 64	44019 – 35	1954/5	28' 0½"	6' 1½"	32 T	5,000 g	21'	QR 4/5

OC 2 & 3 had a center sill open frame. OC 1 – 12 Two (2) Compartments.

OC 13 – 19, 22 – 64 One (1) Compartment

OC 5 & 57 converted for Furnace Oil (Steam heating coils)

OC 56, 58 & 61 Fitted with heating Tubes (59)

OC 17 & 27 Converted to side loading.

OC 50, 51 & 55 Transferred to S. Aust 1958/59.

March/April 1981:- OC1 (50 years) working x Brisbane.



OC 51 (AMRA Qld Library)



OC 32



OC 43976



OC 43981

OCX / OCE Class

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
65 – 70	44037 – 41	1956/7	34' 6½"	6'1½"	38 T	6000 G	24' 6"	QR 8
71/72	72 / 44042	1957	33' 6½"	6'1½"	38 T	6000 G	24' 6"	QR 8
73 – 78	44043 – 44046	1957	34' 6"	6'1½"	38 T	6000 G	24' 6"	QR 8

OCE 65 -70, 76 – 78 Two (2) Compartment's OCE 70 – 75 One Compartment.

OCX 71 & 75 transferred to S. Aust 1958/59.

OCE 77 Sold to Purr Pull OPX16 (1958)



OCE 44038



OCEX 76 (AMRA Qld Library)



OCEM 44058



OCE 44046

OCY Class Plan P 277

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
79	44047	1968	35' 0½"	7' 0"	1	48 T	8.130 g	25' 0"	QR 25
80 - 82	44048 - 50	1968/9	35' 0½"	7' 0"	2	48 T	8.130 g	25' 0"	QR 25



OCYM 44048

OCAO Class Plan P 300 / 412

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
83 – 85	44051 - 53	1971	45' 4"	7' 4"/8' 6"	1	62 T	13,000 g	36' 0"	QR 30
			13 818	2235/2591			59 100 l		
	44067 - 8	1986	14 874	2 575 2 235	1	63t	64 200 L	10 970	QR 29 B

OCO Wagons. P 314

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
86	44054	1972	50' 0"	6' 10"	2	62 T	10,050 g	36' 0"	QR 26

OCO Wagons. P – 520 Ex NSW on PHOA frames.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
	44647 - 50	1997	13100						QR 27

OCA / OCE Class ex Sth Aust Plan 396 / 395

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
87 - 98	44055 - 66	1984	8 547/ 10515/ 9270	1 867	37 t	22 730 L	6 400	SAR R/C QR 16



OCAM 44065



OCEM 44063

OCE Class P 510B

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44008 , 44020, 44034	1992	11 350	1 867	1	48 t	30 800	8 990	QR 16/22
44018, 44033	1992	11 500	1 867	1	48 t	30 800	8 990	QR 16/22

Underframes from QXL's 32369 – 32688

OCE Class P 510A

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44037, 44039 - 41,	1992/3	10 528	1 867	2	44 t	27 300	8 990	QR 16/22
44042 - 44	1992/3	10 224	1 867	1	44 t	27 300	8 990	QR 16/22
44045	1993	10 525	1 867	2	44 t	27 300	8 990	QR 16/22

Underframes from QXL's 32369 – 32688



OCAM 44023

OCE Class P 510

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44036,	1992	10 528	1 867	1	45 t	27 300 L	8 076	QR 9
44038	1992	10 528	1 867	2	44 t	27 300 L	8 076	QR 9
44046	1992	10 515	1 867	2	40 t	27 300 L	8 076	QR 9
44055, 44056	1992	8 547	1 867	1	40 t	27 300 L	8 076	QR 9
44056, 44069	1993	10 160	1 867	2	43 t	27 300 L	8 076	QR 9

Underframes from WHE wagons.



OCE Class ex West Aust

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
	44069 - 70	1991						



Plan #	Class	Company	Year	Numbers
P 169.1	OC	BP	1930/53	1 – 19, 22 – 40.
P169	OC	BP	1953/55	20/21. 41 - 64
P 314	OCO	BP	1972	86 (44054)
P 169 A	OCX (E)	C.O.R - BP	1956/57	65 – 78
P 300	OCAO	BP	1971	83 - 85
P 277	OCY	BP	1938/69	79 – 82 (44047/50)
P 396	OCE		1983/4	87 – 89 ex SA (44055 - 44057)
P 395	OCET		1983/4	90 – 98 (44058 – 44066) ex SA
P 412	OCAO		1986	44067/68
	OCE		1991	44069/70 ex WA
P 520	OCO		1996	44647 – 44650 ex NSW
P 510 B	OCETM		1992/3	44008, 44018, 44020, 44033, 44034 (QLX U'frames)
P 510 A	OCETM		1992/93	44037, 44039/44041, 44045 (2 Comp) 44042/44043 (1 Comp) (QLX U'frame)
P 510	OCETM		1992/3	44036, 44055/56 (1 Comp) 44038, 44046, 44069, 44070 (2 Comp) (WHE)

44052/53, 44048/50, 2 Compartments

Wagons fitted Ridge Control bogies OCA 1981/1993

Nos 43975 – 44114 allowed. Renumbered 1984/5.

OC 1 Ipswich Workshops Museum (Gold)

OCX 77 Sold to Purr Pull 58.

OCX 75 Transferred interstate 58.

OC 1 – 12, OCE 65 – 70, 76 – 78, OCY 80 – 82. OCAO 84/85. OCO 86. 2 Compartments,

OC 2/3 Centre Sill Frame.

OC 56 & 58 Oil Tanks

OC 50, 51, 55, OCX 71, 75 to S. Aust 1958/59.

**ODX / ODE Class. Copper Refineries Pty Ltd Plan P 169 B**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1	44115	1958	34' 1"	4' 3 1/2"	40 T	3,000	24' 6"	QR 9

Nos 44115 – 44117 allowed. Renumbered 1984/5. Acid One Compartment.

**ODY Plan P 253 A.C.F & Shirleys Fertilizer Ltd – Consolidated Fertilizer Ltd**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1	44115	1967	32' 0"	5' 2"	48 T	4,000	21' 7"	QR 13



(AMRA Qld Library)



OE Class

Phillips 66 – Phillips – Purr Pull (1967) - H.C. Sleigh (Golden Fleece) – Caltex 1981
OEY Wagons. P 252

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 - 3		1962	39' 4"	6' 6"	48 T	8,000 g	33' 0"	QR 11
5		1965	39' 8½"	6' 6"	48 T	8,000 g	33' 0"	QR 11

All Two Compartments. Sold Golden Fleece became OPY 23,24,25, 26.



(AMRA Qld Library)

OEE Wagons. P 269

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
4		1965	34' 11"	6' 1½"	2	40 T	6,000 G	24' 6"	QR 11

Sold to Golden Fleece in 1967, became OPE 27

OFY Class Wagons. P 250 Emoleum Australia Ltd New Farm

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 - 2	44118 - 9	1962	38' 1"	6' 6"	48 T	25,000 L	33' 0"	QR 11

Plan #	Class	Company	Year	Numbers
P 259	OF	Emoleum	1962/65	32 – 43 (44120 – 44127)
P 250	OFY	Emoleum	1962	1 – 2 (44118/9)
P 250 A	OFYTM		1993	44118/9 (QLX U/frame, M when buffers removed)

Nos 44118 – 44132 allowed. Renumbered 1984/5.

**OF Class** Re-classified from "OFO" in 1971

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
32	44120	1962	28' 0½"	6' 1½"	36 T	4,502 g	21' 0"	QR 4
44 - 45	44125 - 26	1963	28' 9½"	6' 1½"	36 T	4,388 g	21' 0"	QR 4
59	44127	1962	28' 0½"	6' 1½"	36 T	4,534 g	21' 0"	QR 4

**Converted from OV class wagons**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
34 - 35	44121 - 22	1965	28' 0½"	6' 1½"	36 T	4,225 g	21' 0"	QR 4
38, 43	44123/24	1965	28' 9½"	6' 1½"	36 T	4,290 g	21' 0"	QR 4

OFY Class P 250 A

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44118 - 19	1993	11 510	1980	1	44 t	25 000l	8 990	QR 16

Underframes from QLX's 32369 – 32688

**OG Class Toowoomba Compressed Yeast - Mauri Bakery Group Sth Brisbane
OGE Wagons. P 251**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1	44133	1962	31' 9½"	5' 0"	40 T	3,900 g	24' 6"	QR 11
			9 690	1 525		17 730l		

Nos 44133 – 44135 allowed. Renumbered 1984/5.



OH Class

OHX / OHE Wagons. P 254 Amoco Bulwar Island (1984) – B.P.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
1 - 5	44136 - 40	1962/3	34' 8½"	6' 1½"	2	40 T	6.000 g	24' 6"	QR 11
6 - 10	44141 - 45	1964	35' 7¼"	6' 1½"	1	40 T	6.429 g	24' 6"	QR 11
13 - 17	44148 - 51	1965							
18 - 24	44152 - 57	1966	34' 8½"	6' 1½"	2	40 T	6.000 g	24' 6"	QR 11
25 - 26	44158 - 59	1966	35' 7¼"	6' 1½"	1	40 T	6.429 g	24' 6"	QR 11
27 - 29	44160 - 62	1968	33' 6"	6' 1½"	2	40 T	5.900 g	24' 6"	QR 22



OHY P 267

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
11 - 12	44146 - 47	1964	39' 8½"	6' 6"	2	48 T	7.900 g	33' 0"	QR 11

**OHY Class P 267**

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44146 - 47	1993	12 103	1 981	2	51 t	35 800	8 990	QR 16/22

Underframes from QLX's 32369 – 32688

OHO P 276 / 291

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
30 – 35	44163 - 68	1969	48' 6"	7' 0"	3	62 T	10.800 g	36' 0"	QR 26
36 – 41	44169 – 74	1970/1	48' 6"	7' 0"	2	62 T	10.900 g	26' 0"	QR 26
42 – 43	44175 – 76	1972/3	48' 6"	7' 0"	2	62 T	10.900 g	26' 0"	QR 26
44 - 46	44177 - 79	1977/79	15 074	2 114	1 79 - 2		50 600 l	10 970	QR 35
54 -55	44187 - 8	1983	12 938	2110/2210	1		48 600 l	10 970	QR 30

OHAO P 371

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
47– 53	44180 - 86	1979/83	14 566	2 235 / 2 575	1	63 t	62 500 l	10 820	QR 30 Auscopac

OHE Class P 254 A/B

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44136 - 40	1992/3	10 600	1 867	2	44 t	27 700	8 990	QR 16/22
44141 - 43	1992/3	10 850	1 867	1	46 t	29 200	8 990	QR 16/22
44144 - 49	1993	10 850	1 867	2	46 t	29 300	8 990	QR 16/22
44150 - 51	1993	10 850	1 867	1	45 t	29 300	8 990	QR 16/22
44152 - 56	1993	10 600	1 867	2	44 t	27 700	8 990	QR 16/22
44157 – 59	1993	10 850	1 867	1	47 t	29 300	8 990	QR 16/22
44161	1993	10 210	1 867	2	43 t	26 900	8 990	QR 16/22

Underframes from QLX's 32369 – 32688

OHE Class P 254 A/B

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44155	1992	10 580	1 867	2	43 t	29 720	8 8 078	QR 9

Underframe from WHE

OHE Class P 254 A/B

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44160, 44162	1973/5	10 210	1 867	2	48 t	26 700	7 010	

Plan #	Class	Company	Year	Numbers
P 291 -3	OHO		1983	54 – 55 (44187 – 44188)
P 371	OHAO		1979/83	47 – 53
P 291	OHO	Amoco	1970/9	36 – 46
P 276	OHO	Amoco	1969	30 – 35 (44163/68)
P 267	OHY	Amoco	1964	11 – 12
P 254	OHE	Amoco	1962/8	1 – 10, 13 – 29
P 254 B	OHETM	44136/45, 44145, 44148/54, 44156/59, 44161 (QLX U/frame, M when buffers removed)		
	OHETM	44155 (WHE U/frame, M when buffers removed)		

Nos 44136 – 44215 allowed. Renumbered 1984/5.

OJY Class Plan P 282 / 299 Total (1982) – Ampol – Caltex

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
1 - 2	44266/7	1970	35' 0½"	7' 0"	3	48 T	8.000 g	24' 0"	QR 28
3	44268	1971	40' 1½"	7' 0"	3	48 T	8.924 g	29' 0"	QR 28

Nos 44266 – 44270 allowed. Renumbered 1984/5.


OKE Class Plan P 325 Road Surfaces Pty Ltd Naramgba

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 - 4	44271 - 74	1974	32' 9"	5' 11¾"	40.6 t	23 699 l	24' 7"	QR 28

Nos 44271 – 44278 allowed. Renumbered 1984/5.



OL Class Plan P 170**Ampol Petroleum (49 – 81) Ampol Limited – Caltex (1995) (Refinery at Lytton)**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 – 4	44216 - 19	1956	28' 0½"	6' 1½"	32 T	5,000 g	21'	QR 5

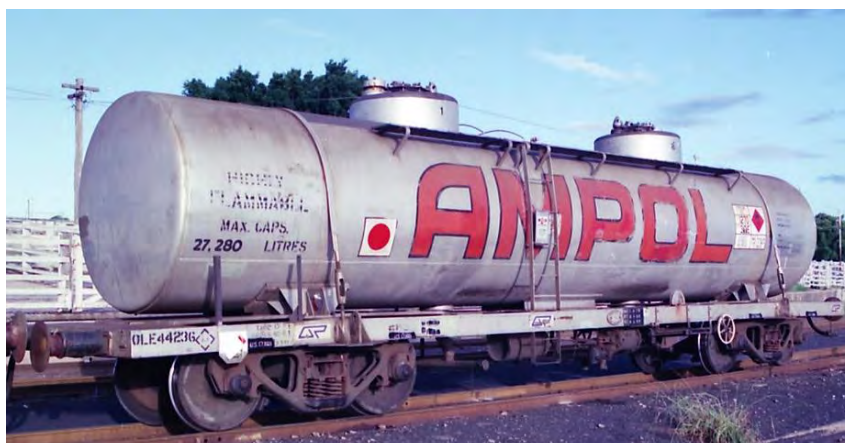
**OL 3****OLX / OLE Class Plan 170 A**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
5 - 7, 9 - 12	44220 – 22 44224 - 27	1957	34' 6½"	6' 1½"	40 T	6000 G	24' 6"	QR 8
8	44223	1957	31' 2½"	5' 10½"	40 T	5000 G	24' 6"	QR 8
13 - 15	44228 - 30	1959	34' 9½"	6' 1½"	40 T	6000 G	24' 6"	QR 9
16 – 23	44231 - 38	1960/1	34' 8½"	6' 1½"	40 T	6000 G	24' 6"	QR 9
24 - 25	44239 -40	1967	32' 1½"	6' 1½"	40 T	5800 G	25'	QR 13

OLE 5 – 12, 13 -23 Two (2) Compartments, OLE 24 – 25 1Compartment.

OLE 8 fitted with steam heating coils for black products. One (1) Compartment

**OLX 5 (AMRA Qld Library)**



OLY Class Plan P 284/315

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
26, 27	44241 - 2	1970	35' 0½"	7' 0"	1	48 T	8.130 g	25' 0"	QR 28
28	44243	1972	12 410	1 990	1	63 t	36 370 l	10 060	QR 28

OLAO Class Plan P 337 Sold to QR 1996.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
29 - 31	44244 -6	1975	15 260	2 438 2108	2	63 t	58 184 l	10 975	QR 26

P 350 QR Details.



OLAO 44246 Richmond 6/96 Norm Bray (Booksvic)

OLO Class No QR Plans available, similar to OVO, except some have 2 Compartments with various manufactures. . Sold to QR 1996.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
	44247 – 44265 (-44252)	1991/2			2/3	63 T	10,000 G		



2002 a Survey was conducted to establish what vehicles made up the fleet, their construction, bogies, etc. .



OLO's in Service on the network 08/09/2012

TOOWOOMBA	OLO	44251	condemned	
TOOWOOMBA	OLO	44255	condemned	
TOOWOOMBA	OLO	44344	condemned	(QR Golden Fleece/Caltex)
STUART YARD	OLO	44264	available	
MOUNT ISA	OLO	44257	Empty on 9255 for TVL JETTY	
TVL JETTY	OLO	44250	Loaded for Mt Isa	
TVL JETTY	OLO	44259	Loaded for Mt Isa	
TVL JETTY	OLO	44408	Loaded for Mt Isa	(QR Caltex)
TVL JETTY	OLO	44409	Defective	(QR Caltex)
MACKAY HARBOUR	OLO	44248	condemned	
STUART	OLO	44345	Loaded Train 6M54 for Mt Isa.	(QR G/F, Caltex)
STUART	OLO	44410	Loaded Train 6M54 for Mt Isa.	(QR Caltex)

OLAO Wagons. P 350

sold to QR 1996. Caltex Marking Removed

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
	44416 - 17	1984		2 590 / 2 235	1	63 t	63 700l	10 900	QR 29 B

Paint

Black wagon with sign

60 -70's Black wagon with red "AMPOL"

70- 80's Silver wagon with "Red" AMPOL"

1990. Silver Wagons with smaller "Red" Sign on leading end.

1993. Last batch of OLO's were painted Grey



Plan #	Class	Company	Year	Numbers
	OLO		1992/3	44247 – 44265 (- 44252)
P 337	OLAO	Ampol	1975	29
P 315	OLY	Ampol	1972	28
P 284	OLY	Ampol	1970	26 – 27
P 170	OL	Ampol	1956	1 - 4
P 170 A	OLX (E)	Ampol	1957/59	5 – 25

Nos 44216 – 44265 allowed. Renumbered 1984/5.

Most OL Class sold to QR (QRN) in 1993 // Larger Tanks leased to Shell.

OMY Class Plan P 334 Mt Isa Mines Ltd

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1	44279	1974	10 084	1 524	48.77t		7 468	QR 28

Plan #	Class	Company	Year	Numbers
P 334	OMY		1974	1 (44279)
				Sulphuric Acid

Nos 44279 – 44281 allowed. Renumbered 1984/5.

OP Class Golden Fleece

Purr – Pull (1954) - H.C. Sleigh (Golden Fleece) – Caltex (1981) Phillips 66 (1967)

OP Wagons. P 173

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
1	44317	1944	28' 3"	6' 1½"	3	32 T	4,800 g	21' 0"	BF 1
2 – 5	44318 - 21	1953	28' 9½"	6' 1½"	1	31 T	5,000 g	21' 0"	BF 1
6 - 12	44322 -28	1955/6	30' 5"	6' 0⅞"	1	32 T	5,000 g	21' 0"	QR 4/5
13 -15	44329 - 31	1956	30' 5"	6' 1½"	2	32 T	5,000 g	21' 0"	QR 5



OP 10 (AMRA Qld Library. Late Dr. Steve Suggit)



OPX / OPE Wagons. P 173 A

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
16	44332	1957	34' 6"	6' 1½"	2	40 T	6,000 G	25'	QR 8
17	44333	1960	31' 5½"	6' 1½"	3	40 T	5,600 G	25'	QR 9
27	44343	1965	34' 11"	6' 1½"	2	40 T	6,000 G	24' 6"	QR 11

OPE 16 was OCX77



OPY Wagons. P 252

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
18 - 19	44334 - 5	1961/2	43' 4"	6' 6"	48 T	8,718 g	33' 0"	QR 9
20 - 21	44336 - 7	1965	40' 1"	6' 6"	48 T	8,820	33' 0"	QR 11
22	44338	1956	39' 10 ³ / ₄ "	6' 6"	48 T	8,120	33' 0"	QR 11
23 - 25	44339 - 41	1962	39' 4"	6' 6"	48 T	8,000 g	33' 0"	QR 11
26	44342	1965	39' 8 ¹ / ₂ "	6' 6"	48 T	8,000 g	33' 0"	QR 11

OPY 23 – 26 were OEY 1,2,3 & 5 (Phillips 66).

OPY 20 & 21 One Compartment. OPY 18, 19, 22 Two (2) Compartments.





OPY 18 Mayne 2nd December 1961 Stan Moore



(AMRA Qld Library)

OPO Wagons. P 287

Sold to QR 1996 and reclassified OLO.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
28, 29	44344 -45	1970	48' 6"	7' 10"	2	60 T	10.600 g	36' 0"	QR 26



OPAO Wagons. P 349

Sold to QR 1996 re classed OLAO.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
30, 31	44346 -7	1977	14 566	2 235 / 2 575	63 t	64 000 l	10 810	QR 30

OPE Class P 269

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44332	1992	10 515	1 867	2	44 t	27 275	8 990	QR 16/22
44343	1993	16 643	1 867	2	45 t	27 300	8 990	QR 16/22

Underframes from QLX's 32369 – 32688



OPY Class P 252

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44336	1993	12 230	1 981	1	55 t	40 100	8 990	QR 16/22
44337	1993	12 217	1 981	1	53 t	36 915 l	8 990	QR 16/22
44338	1993	12 160	1 981	2	54 t	36 915	8 990	QR 16/22
44339 - 41	1993	11 990	1 981	2	52 t	36 370	8 990	QR 16/22
44342	1993	12 433	1 981	1	52 t	36 370	8 990	QR 16/22

Underframes from QLX's 32369 – 32688

OPY Class P 252

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44334 - 45	1993	13 210	1 980	2	59 t	39 600	10 060	QR 27

Underframes from HO wagons



Plan #	Class	Company	Year	Numbers
	OPAO		1977	30 – 31
P 349	OLAO		1997	44346/47 to QR
P 287	OPO	Golden Fleece	1970	28 – 29 (44344/45) OLO to QR (97)
P 269	OPE	Golden Fleece	1965	27 (ex OEE Phillips 66)
P 252	OPY	Golden Fleece	162/5	23 – 26 (ex OEY 1 – 5 Phillips 66)
P 173	OP	Golden Fleece	1944/56	1 – 15
P 173 A	OPX E	Golden Fleece	1957/60	16 (ex OCX 77), 17
P 252	OPYTM 1993	44336/42, (QLX U/frame, M when buffers removed)		
	OPYTM	44334/5 (HO U/frame, M when buffers removed)		

OPYTM 44344/45, OPY 18, 19. 22. OPE 16. OP 13 - 15. OPO 28 – 29. 2 Compartments
OP 1, OPE 17. 3 Compartments OPX 16 was OCX 77

OQ Class Queensland Oil Refineries – Q.A.R. Road Services Pty Ltd – Boral

OQ Wagons. P 174 A

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 - 3	44282 -4	1952	28' 0½"	6' 1½"	36 T	4,800g	21' 0"	QR 4

Purchased form QR in 1959 OR class



OQX / OQE Wagons. P 174 B

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
4 – 6	44285 - 87	1960	31' 6½"	6' 1½"	40 T	5,500 g	24' 6"	QR 9
9 - 10	44290 - 91	1961	32' 6½"	6' 1½"	40 T	5,600 g	24' 6"	QR 11
11 – 14	44292 - 95	1974	32' 9"	5' 11¾"	40 T	23,700 L	24' 7"	QR

OQY Wagons. P 174 C

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
7 – 8	44288 - 89	1961	39' 1"	6' 6"	48 T	6,550 g	24' 7"	QR 9

Nos 44282– 44301 allowed. Renumbered 1984/5.

Plan #	Class	Company	Year	Numbers
P 174 A	OQ	Qld Oil Refin Q.A.R Road Serv Boral	1959	1 – 3 (OR 25593/4/5)
P 174 B	OQX (E)	Qld Oil Refin	1960/1	4 , 5. 6, 9, 10.
P 174 B	OQE	Qld Oil Refin	1974	11 - 14
P 174 C	OQY	Qld Oil Refin	1961	7 - 8

Queensland Railways QR
OR Wagons. P 174 Queensland Railways QR

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
25590 – 25596		1954	28' 0½"	6' 1½"	32 T	4,800g	21' 0"	QR 4

OR 25593, 25594 25595 fitted with 8" oil burner tubes for Bitumen in 1958. Sold to Qld Oil Ref as OQ 1 -3. OR 25591 became OV 79 to replace OV 16 damaged.

OR 25592 & 25596 fitted with heating tubes in 1960.



(AMRA Qld Library)

ORLT Class P 372 A

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
31130	1984	8 990	1 850 1 830	1	40 T		8 080	QR 2

BLC underframe, Tank off OB 12, Pring Diesel Shed Lube Oil.



ORL Class P A

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
41136	1980	9015	1847	1	26.6	22 700	6 090	QR

CMIS Underframe, Shell Tank. QR locomotive Oil



ORO Wagons. Plan P 336 / 344 / 391

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
37360, 37361		1975	15 240	2 083	1	63 t	49 100 l	10 973	QR 27
39000 - 39009		1976	15 240	2 114	1	63 t	51 200 l	10 974	QR 35
43642 - 43646		1984	14 500	2 440	1	63 t	55 000 l	10 230	QR 29/30

**ORZY Wagons. Plan P 517 (Never Built)**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44637 - 44646		96	15 310	2 874	1	80 t		12 710	QR 54B

Plan #	Class	Company	Year	Numbers
P344	ORO	QR	1976	39000 – 39009
P 336	ORO	QR	1975	39360/1
P 174	OR	QR	1954	25590 – 25596
P 246	WE		1972	29397 – 29399 (3) (MTW frame)
P 372 A	ORL			31130 (BLC U/frame) Pring Oil
P 517	ORZY	Express Freight	1996	44637 – 44646
P 391	ORO	QR	1984	43642 – 43646
	ORL		1980	41196 (CMIS U/frame)

OR 25593 – 95 fitted in 1958 with 8" Oil burner Tubes for Bitumen. Sold to Qld Oil Refinery and renumbered OQ 1 – 3. 36 tons Gross.

OS Class Colonial Sugar Refining Co. (Australian Nation Power Alcohol Pty Ltd) (Mackay)

OS Wagons. P 175

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 - 6	44302 - 7	1954	28' 0½"	6' 1½"	32 T	5,000g	21' 0"	QR 4

**OSO lass Plan P 346**

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
7 - 8	44308/9	1976	15 227	2 108	1	63 t	51 000 l	10 973	QR 33

OSY Plan 513

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44302 - 44307	95	11 750	1 867	1	45/46 t	30,800 L	8 992	QR 16/22

Underframes from QLX's 32369 – 32688 OS class extended



Plan #	Class	Company	Year	Numbers
P513	OSY *		1994	44302 – 44307 (QLX U'frames) Tank Lengthen.

Mainly used between Sarina and Mackay Harbour, off season conveyed product from Bundaberg to Mackay Harbour.



(AMRA Qld Library)

OT Class The Texas Company Aust Ltd (1936) – Caltex Plan P 171

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Comp	Capacity	Bogie Centre	Bogies
1 – 2	44348 – 9	1929	28' 3½"	6' 1½"	32 T	2	5,000 g	21'	BF 1
3 – 4	44350 – 51	1941	28' 5"	6' 1½"	32 T	3	4,800 g	21'	BF 1
5 – 11	44352 – 58	1953	28' 9½"	6' 2½"	32 T	1	5,000 g	21'	QR 4
12 – 20	44359 - 44367	1951	28' 5"	6' 1½"	32 T	1	5,000 g	21'	QR 4
21 – 25	44368 - 72	1952	28' 5"	6' 1½"	32 T	1	5,000 g	21'	QR 4
26 – 33	44373 - 80	1953/4	28' 5"	6' 1½"	32 T	1	5,000 g	21'	QR 4
39 – 41	44381 -83	1954/5	28' 5"	6' 1½"	32 T	1	5,000 g	21'	QR 4/5

OT 1 & 2 Centre Sill Underframe.

OT 39 – 40 reclassified OTO **34 – 38 Missing.**

OT 1 Ipswich.

OT 5 – 33 reclassified OTA 1979.

Many written Off between 1984/93



OT 1





OTX / OTE Class Plan P 171 C

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
51 - 54	44393 - 96	1962/2	35' 7½"	6' 1½"	40 T	6,450 g	24' 6"	QR 9
55 - 56	44397 - 98	1964	35' 4½"	6' 1½"	40 T	6,240 g	24' 6"	QR 9
57 - 60	44399 - 402		36' 1½"	6' 1½"	40 T	6,532 g	24' 6"	QR 11
61 * 62	44403 - 04							QR 13

All are One (1) Compartment, except OTE 55 -56 which are Two (2) compartments.

OTE Class P 511

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44393 - 44396	1992	10 858	1 867	1	44 t	29 200 L	8 990	QR 16/22
44397 - 44398	1992	10 782	1 867	2	45 t	28 400 L	8 990	QR 16/22
44399 -44404	1992	10 010	1 867	1	46 t	29 700 L	8 990	QR 16/22

Underframes from QLX's 32369 – 32688

OTY Class Plan P 171 A

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
42	44384	1959	43' 3½"	6' 6"	48 T	8,500 g	33'	QR 10
43 - 50	44385 - 92	1959/60	40' 9½"	6' 6"	48 T	8,500 g	33'	QR 9

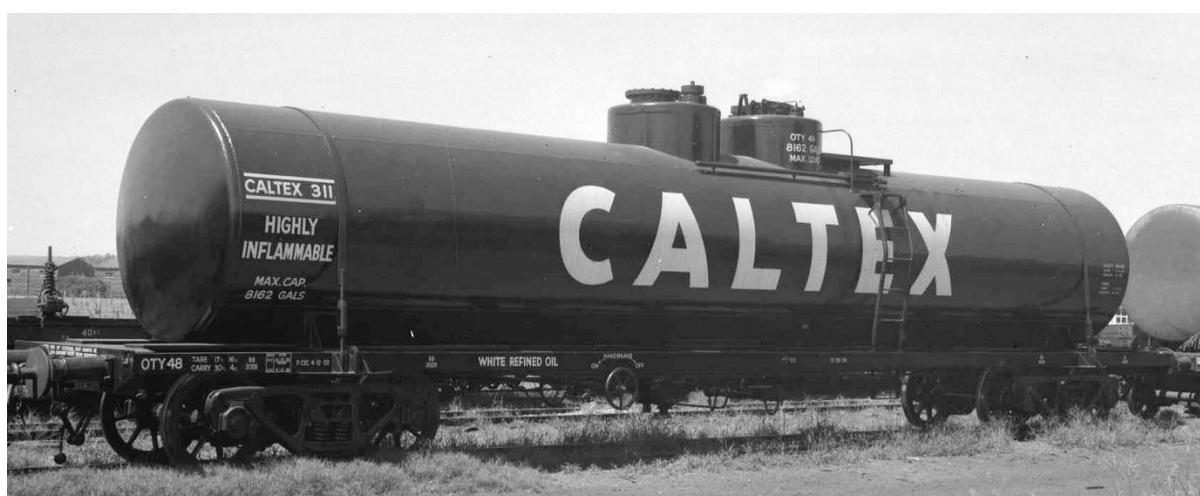
All Two (2) Compartments except OTY 48/49 with are One (1) Compartment.



OTY 42 (AMRA Qld Library) Only wagon to be fitted with QR 10 Bogies.



OTY 46 (AMRA Qld Library)



OTY 48 (AMRA Qld Library)



OTYM 44391 (OTY 48)

OTO Wagons. P 311

OTO 64 written off 94, rest sold to QR 1996.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
63 - 64	44405 -06	1971	50' 2½"	6' 10"	1	62 T	10,050 g	36' 0"	QR 26
65	44407	1972	50' 0"	6' 10"	2	62 T	10,050 g	36' 0"	QR 21
66	44408	1974	14 783	2 134	2	63 t	49 551 l	10 973	QR 33
67 - 69	44409 - 11								



OT / OTA Wagons. P 345 from Western Australia.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
70 – 71	44412 - 13	1976	9 721	1 858	1	39 t	24 300	6 400	QR 20
72 - 73	44414 - 15	1977	9 144	1 905	1	39 t	25 100	6 400	QR 20

Reclassified OTAT when fitted with Auto Couplers and Transition links.

OTAO Wagons. P sold to QR 1996.

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
74 – 75	44416 - 17	1984		2 590/2 235	1	63 t	63 700l	10 900	QR 29 B

Plan #	Class	Company	Year	Numbers
P 171	OT	Caltex	1929	1 – 33
P 171 B	OTO/OTA	Caltex	1954/5	39 – 41 (Oil)
P 171 C	OTX E	Caltex	1961/2	51 – 60
P 171 A	OTY	Caltex	1959	42 – 50
P 311	OTO *	Caltex	1971/2	63 – 69 (44405/11)
	OLO *	Caltex	1997	QR
P 345	OT/A/T	Caltex	1977	70 – 73 ex WA (44412/15)
	OTAO *	Caltex	1978	74 – 75
P 350	OLAO *	Caltex	1997	44416/17 to QR
P511	OTETM	Caltex	1992	44393 – 44404 (QLX U'frames)

OV Class. Vacuum Oil (1946) – Mobil (Cannon Hill to late 1980's) Plan P 172

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
1 - 4	44467 – 70	1927	28' 3"	6' 1½"	32 T	5,000 g	21'	BF 1
5 – 10	44471 – 76	1927	28' 3"	6' 1½"	32 T	4,800 g	21'	BF 1
11 - 14	44477 – 79	1929	28' 3"	6' 1½"	32 T	4,800 g	21'	BF 1
15 - 16	Written off	1929	28' 3"	6' 1½"	32 T	5,000 g	21'	BF 1
17 - 23	44481 – 87	1929/30	28' 3"	6' 1½"	32 T	4,800 g	21'	BF 1
24 - 25	44488 – 89	1935	28' 3"	6' 1½"	32 T	4,800 g	21'	BF 1
26 - 27	44490 – 91	1938	28' 3"	6' 1½"	32 T	4,800 g	19'	BF 1
28 – 30	44492 -94	1938	28' 0½"	6' 1½"	32 T	5,000 g	19'	BF 2
31	44495	1939	28' 4½"	6' 1½"	32 T	4,800 g	19'	BF 1
50	44507	1949	28' 9½"	6' 2½"	32 T	5,000 g	19'	BF 1
51 - 58	44508 - 15	1949/50	28' 3"	6' 1½"	32 T	5,000 g	21'	BF 1
32 – 35, 39, 40	33 – 44496 39 - 44499	1951	28' 0½"	6' 1½"	32 T	5,000 g	21'	QR 4
47, 59 - 61	47 – 44504 60 – 44516 61 - 44517	1952	28' 0½"	6' 1½"	32 T	5,000 g	21'	QR 4
36 – 38, 42, 44, 45, 48, 49	36/37 – 44497/8 42 – 44502 48 - 44505 49 - 44506	1952	28' 9½"	6' 2½"	32 T	5,000 g	19'	QR 4
41, 43, 46	41 – 44500 46 - 44503	1953	28' 9½"	6' 2½"	32 T	5,000 g	19'	QR 4/5

OV 11, 23, 50 Converted to One (1) compartment (59) .

OV 1 – 3, 15, 16, 24, 25, 28 – 30, 50. 32 - 61 One (1) Compartment.

OV 5 – 14, 17, 23, 26, 27, 31, Three (3) Compartments.

OV 32, 34, 35, 38, 43, 44, 45 59 Converted to OVO, OFO, OF

Many written Off between 1984/93

OV 1 Ipswich, OV 5 Rosewood, OV 8 Swanbank, OV 20 Ipswich.

Shared Arrangements with BP after 1985.





OV 78 (AMRA Qld Library)



OV 60 (AMRA Qld Library)

OVO Class sold to Emoleum. OFO, then OF

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
32		1962	28' 0½"	6' 1½"	36 T	4,502 g	21' 0"	QR 4/5
44 - 45		1963	28' 9½"	6' 1½"	36 T	4,388 g	21' 0"	QR 4/5
59		1962	28' 0½"	6' 1½"	36 T	4,534 g	21' 0"	QR 4/5



OVO 57 (AMRA Qld Library Ted Ward)

OVX / OVE Class Plan P 172 A

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
62 - 70	44518 - 26	1957	36' 2¼"	6' 1½"	40 T	6,500 g	24' 6"	QR 8

All One (1) Compartment.

OVY Class Plan P 172 B

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
71 - 73	44527 - 29	1960	45' 0"	6' 6"	48 T	8,900 g	45' 0"	QR 9

OVY Class P 512

RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
44527 44529	1995	13 716	1 980	1	58.2 t	40 460 L	10 060	QR 27

Tank on HO Underframe.

OV Class. Plan P 172/3

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Gross	Capacity	Bogie Centre	Bogies
74	44530	1966	28' 5"	6' 1¾"	32	5,000 g	21' 0"	QR 4
75	44531	1967	29' 6½"	5' 11⅞"	32	5,000g	21' 0"	QR 4
76	44532	1966	29' 9½"	6' 0⅝"	32	5,000g	21' 0"	QR 4
77	44533	1966	29' 51¾"	5' 9¾"	32	5,000g	21' 0"	QR 4
78	44534	1966	29' 51¾"	5' 9¾"	32	5,000g	21' 0"	QR 4
79	44535	1968	28' 0½"	6' 1½"	32	5,000g	21' 0"	QR 4

All are shown as One (1) Compartments, OV 74 has 3 domes.

OV 74 was OB99 , OV 75 was OB 87, OV 76 was OB 88, OV 77 was OB 103, OV 78 was OB 104, OV 79 was OR 25591. OV 76 fitted with heating coils.

OVO Class Plan P 280 Converted from NSW rollingstock

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
80 - 84	44536 - 40	1970	41' 6½"	6' 10"	1	62 T	10,000 g	34' 0"	QR 27



OVAO Class Plan P 288

No.	RICS	Year Built	Tank Length	Tank Dia (inside)	Comps	Gross	Capacity	Bogie Centre	Bogies
85 - 96	44541 - 52	1970/1	45' 4"	7'4"/8'6"	1	62 T	13,000 g	36' 0"	QR 29
97 - 99	44553 - 55	1975	15 260	2438/2108	1	63 t	55 900 L	10 973	QR 26A
100 - 103	44556 - 59	1980/1	14 646	2235/2575	1	63 t	62 600 l	10 890	QR 30
104 - 107	44560 - 63	1982/3	14 595	2235/2575	1	63 t	62 600	10 890	QR 29



Plan #	Class	Company	Year	Numbers
P 172	OV	Mobil	1927/53	1 - 61
P 172 .3	OV	Mobil	1953	74 – 79
P 172 A	OVX (E)	Mobil	1957	62 – 70
P 172 B	OVY *	Mobil	1960	71 – 73
P 288	OVAO	Mobil	1975	85 – 99
P 280	OVO	Mobil	1970	80 – 84 (NSWR)
P 288	OVAO	Mobil	1970/83	85 - 107
	OVYTM *	Mobil	1993	44527 - 44529

Domes



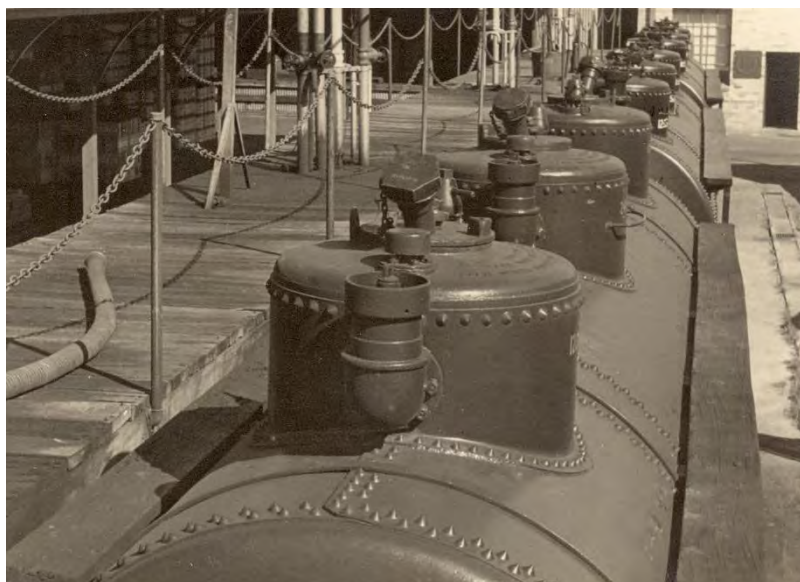
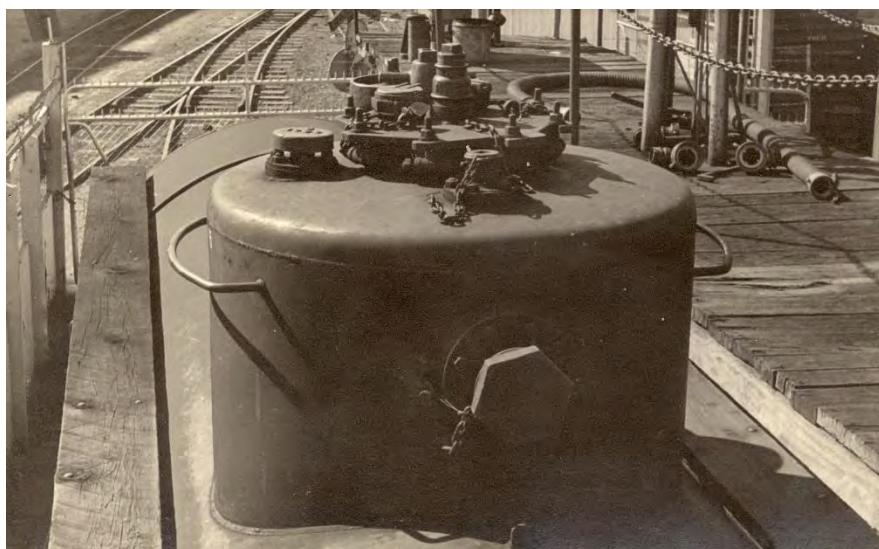
OLE



OHE 27



OVO



(AMRA Qld Library)

Bogies

Bar Frame (1927 – 1950)



Bar Frame (BF 1) 26" wheels, 5' axle Centre's.



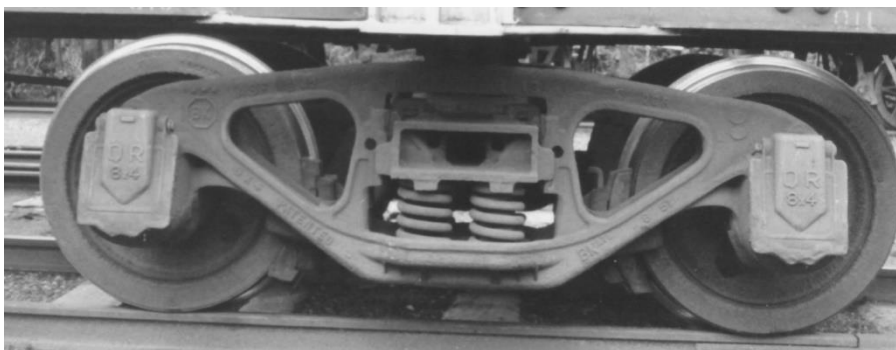
Bar Frame (BF 2) Bar Frame (BF 1) 33½" wheels, 5' axle Centre's.

From 1950 onwards, Cast Steel (Three piece) Ridge Control Bogies were used. For modelling, they fall into three groups, 40 T gross, 50 T gross and 63 T gross. There is not a lot of difference between the later two. 63 T gross have a heavier side bearers, bolsters, springs etc.

Group 1

Bogie	Axle Centre's	Wheel Dia.	Remarks	
QR 4	4' 9"	1 450	2' 2'	650 Bradford Kendall (Rectangle A/Box)
QR 5	4' 9"	1 450	2' 2'	650 Bradford Kendall (Round A/Box)
QR 14	4' 9"	1 450	2' 2'	650 Bradford Kendall (Roller Bearing)
QR 17	4' 9"	1 450	2' 2'	650 Qld Electric Steel (Roller Bearing)
QR 20	4' 9"	1 450	2' 2'	650 Qld Electric Steel (Roller Bearing)
QR 24	4' 9"	1 450	2' 2'	650 Bradford Kendall (Roller Bearing)

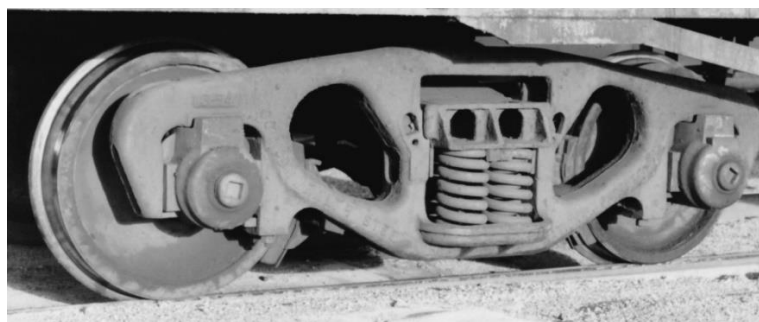
Cast Steel (Ridge Control) (40 T gross) 2' 2" wheels, 4' 9" axle Centre's



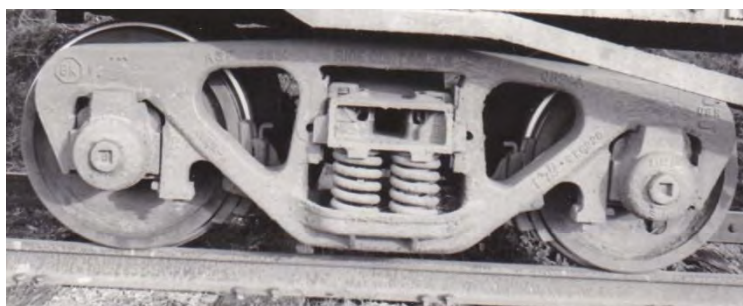
QR 4



QR 17



QR 20.



QR 24

Group 2 & 3.

Bogie	Axle Centre's		Wheel Dia.		Remarks
QR 8	5' 6"	1675	33½"	850	Bradford Kendall (Round A/Box)
QR 9	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 10	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 11	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 13	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 16	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 21	5' 6"	1675	33½"	850	Nippon Sharyo Kalsmo (R/Bearing)
QR 22	5' 6"	1675	33½"	850	Qld Electric Steel (Roller Bearing)
QR 25	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 26	5' 6"	1675	33½"	850	Qld Electric Steel (Roller Bearing)
QR 27	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 28	5' 6"	1675	33½"	850	Qld Electric Steel (Roller Bearing)
QR 29	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing) Auscopac Brake Units
QR 30	5' 6"	1675	33½"	850	Qld Electric Steel/Comeng Auscopac Brake Units
QR33	5' 6"	1675	33½"	850	Bradford Kendall (Roller Bearing)
QR 35	5' 6"	1675	33½"	850	Commonwealth Steel



QR 8



QR 9



QR 13



QR 15



QR 16



QR 17



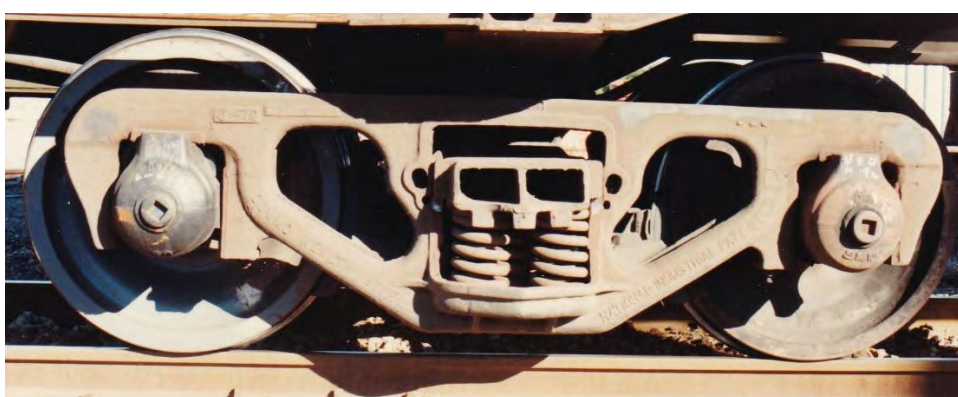
QR 21



QR 25



QR 26



QR 28



QR 29



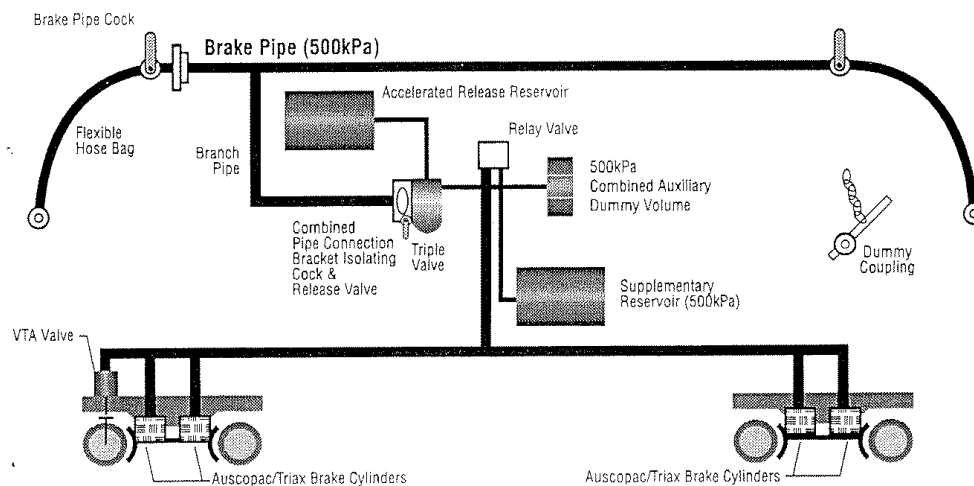
QR 30

QR 29 & 30 Bogies Under the wagon there is the Reservoirs, Triple Valve and the hand brake mechanism. From the hand brake mechanism there is generally one pull rod to one end only. Brake piston is within the bogie bolster (Not sure if too many would pick up on this or the small differences in the bogie types)????

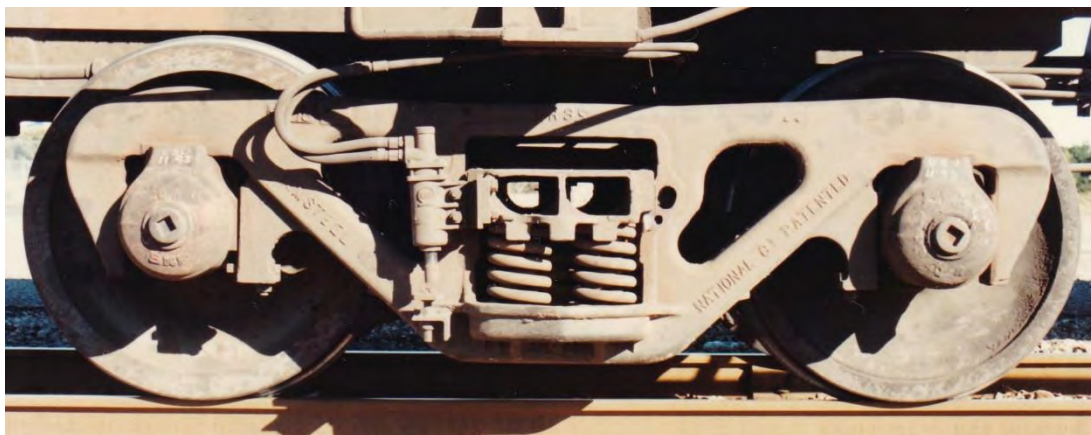
BASIC WAGON AIR BRAKE SYSTEM

Auscopac/Triax Bogie

- 2 Built in Brake Cylinders
- No Brake Adjustment - No Slack Adjuster
- No Brake Levers
- Different Style Brake Blocks



QR 33



QR 35



BP Tanks from South Australia.

As you can see, not a lot of difference between the various types other than around the bolster yoke.

Couplings



Some tank wagons had a shelf coupling

Terminals (1963)

Bulimba Branch Shell No.1 & No. 2 (Later Pinkenba). Emoleum

Whinstanes Hamilton Cold Stores Branch

H. C Sleigh (Qld) Pty Ltd (Golden Fleece)

Caltex (Q'land) Pty Ltd

BP (Aust) Ltd

Queensland Oil Refineries (Later years Total operated from this location)

Pinkenba Ampol Petroleum Ltd (Later became Esso). Ampol moved to Lytton.

Shell Coy. Phillips Oil Products. Amoco. Later years BP bitumen

Cannon Hill. Mobil. Esso (Later moved to Pinkenba)

Urangan Caltex.

Gladstone Shell, Caltex, Mobil, BP

Port Alma Ampol,

Mackay Harbour Caltex

Townsville Jetty BP, Mobil, Golden Fleece, Caltex, Shell, (Ampol in later years)

Cairns Wharf. Mobil, Shell



BP Hamilton



Shell Pinkenba



Shell Pinkenba 2 Roads for loading tanks and a drum road.



Urangan Caltex.



Warning Systems.

Track mounted plunger to activate horns.

Signage

In the steam era many depots had sign not allowing locomotives to past this point near the fuelling points.

Depots (1963)

Nambour Caltex (off Cattle Yard Siding)

Monkland Mobil Oil Siding, Shell Coy's Siding.

Nashville BP and Caltex Siding.

Gympie Golden Fleece Siding (107m 35 ch) (Northern side of town)

Murgon Esso (Proston Bch)

Wondai BP

Kingaroy Mobil, Shell, Caltex. BP (Timber Co-op Co's Siding).

Mundubbera Esso

Monto Shell

Maryborough. Baddow (Golden Fleece later years ??)

Wharf Branch Mobil, Caltex, Shell.

Bundaberg Woongarra Branch. BP, Shell, Caltex.

Yarraman Mobil, Shell, Ampol, Golden Fleece

Harlaxton Ampol

Toowoomba Commonwealth Oil Refineries, Caltex, Darling Downs Co-op Dairy Co, Shell, Mobil
Harristown Caltex,
Millmerran Shell
Clifton Shell
Warwick Caltex, Mobil, BP, Ampol
Goondiwindi BP, Shell, Mobil
Thallon BP
Dirranbandi Shell
Dalby **Glenmorgan Bch.** Shell, Ampol, **Bell Bch.** Mobil, BP, Phillips Oil, Golden Fleece.
Miles Shell BP
Roma BP, Mobil, Shell, Ampol, Caltex, Golden Fleece. Esso used the Phillip 66 Depot
Charleville BP, Mobil, Golden Fleece, (Later Ampol,) Power House.
Shell on Wool Ramp Rd. Amoco (Loco fuel)
Cunnamulla Caltex, BP, Shell on Goods Shed Road.
Quilpie Shell
Glenmore Jct Mobil, Ampol,
Rockhampton Gavial Creek Bch. Shell, Caltex, BP, Golden Fleece.
Sarina Power Alcohol
Emerald
Springsure Shell (off Fork Line)
Alpha Loco Shed.
Barcaldine Mobil,
Longreach Mobil, Shell,
Winton Caltex, Shell, Mobil
Mackay BP (Netherdale Bch) Shell, Mobil, Harbour Caltex, Colonial Sugar
Proserpine BP
Bowen Caltex. Jetty Bch Shell
Collinsville Shell
Ayr Shell, Mobil,
Hughenden Shell,
Richmond Shell, Mobil,
Cloncurry Mobil, BP, Shell
Mt Isa. Mobil, Golden Fleece, Caltex, Ampol,
Innisfail BP
Tolga BP
Atherton Mobil



Shell Quilpie



BP Charleville



Golden Fleece Charleville

Discharge point some blocks away for siding.





Caltex Siding Bundaberg

Bitumen Wagons

Unloading in country area was carried out in Good Shed sidings into spray trucks.

No depot required.

Incidents



27.06.60	Kilkivan.	Derailement OA 11 on K10 at the loop points.
12.10.60	Barcaldine.	Shunt engine damaged Vacuum Oil Coy depot gates.
08.03.61	Berajondo.	Derailement of OV 15 and OB 29.
10.03.61	Dalby.	Shell Depot gates damaged by shunt engine.
21.03.61	Roma St.	Broken coupling on OT 40 on 646 Up.
11.05.61	St Lawrence	OV 10 was detached from 217D broken bogie frame.
24.05.61	96 M 14 C Main Line.	Derailement of OB 2 (Ety) on 671.
26.05.61	Ebbw Vale	C11 stalled on the bank, sticking brakes OT 40
19.09.61	Tennyson.	Derailement of OA 22 on 276. Wagon defect.
26.11.61	Townsville	Derailement OVX 64 on 19 Down.
25.12.61	Quarrells	Derailement OV 16, OB 83, OB 88
25.05.62	Yarapaki	Derailement of OQ 2 on 217.
17.08.62	Cannon Hill	Derailement OV 19
16.02.63	Rockhampton	Wood St., Collision of OC 38 (shunt) and a 1928 Plymouth.
14.03.63	Yarraman	Hose bag damage on OLX 7.
17.07.64	Mundubbera	Esso Oil Co discharge point damaged when oil tank wagons were being loose shunted.
11.09.64	Helidon	Derailement of OV 23 on 625 Down due o #9 points being damaged by OB 102.
20.05.65	Comet	Derailement of DEL 1407 and OV 13.
09.10.65	Pengarry	Derailement OA 24 on 2 Up.
28.05.66	Whinstanes	OC 49 hits post and gates
21.10.66	Mackay	Derailement OCX 66.
02.02.67	Gympie	Phillips Oil Siding 107 M 18 C NCL Derailement OEY 5.
07.03.67	Pinkenba	Derailement OR 25591
09.05.67	Barcaldine	Derailement OC 16
21.05.67	Dingo	Derailement OT 13
25.05.67	Monto	Derailement OB 43 on 3 Down

Modelling the Railways of Queensland Convention 2018

17.10.67	Monto	Derailment OB 61 and OV 39 on 91.
10.10.67	Pinkenba	Collision BB18 with OA 10.
05.12.67	Hughenden	Derailment OA 14 on 19 down.
12.03.68	Spring Bluff	Derailment OA 25 on 643
04.05.68	Blackall	Damage to gates OBO 89.
01.07.68	T'ville Jetty	OHE 16 AND OA 9 ran away.
03.08.68	Cloncurry	Collision OC 8
08.10.68	Urangan	Collision OTE 54.
14.10.68	Blackwater	Derailment DEL 1609, OT 33 on 91.
19.10.68	T'ville Jetty	Damage to OT 2 Caltex siding
06.12.68	Charleville	Damage to OV 24.
22.05.69	Ballarp	Derailment OC 12 on 625D bogie frame collapsing.
29.07.69	Monto Bch	Collapsed bogie OV 27 on 3 Down
01.08.69	Roma	OC48 collision with 63 Holden.
01.12.69	Warwick	Derailment OBO 97 and OB 114.

Orders

13th March 1984

7491 Tues Gympie BRM4-1652 QRC2039 ety ex CMR Shed
 Pomona 1MS
 OB1 Monkland ex P'ba 7026
 OB9, OB98 Monkland ex P'ba 7026
 OPA031, OHE3 Gympie ex P'ba 7026
 OV14 Monkland ex Cannon Hill 7F08 (2nd trip)

TRANSPORT

To go to Roma St for 6201 Wed; OHE9 Bundaberg, OQ1, OQE8 Mackay ex P'ba 7026 Tues.

Testing Tank wagons on QLX underframes.

TRIAL OF MODIFIED VAOS WOODCHIP WAGONS A/C PRIMARY INDUSTRIES ON FRIDAY 10TH JULY, 1992.

VAOS 33953 specially modified and VAOS 33947 with roof removed will be placed at Tiaro by evening of Friday 10th July, 1992 for loading on Saturday 11th July with a trial woodchip load.

&&&&&

ON MONDAY 13TH JULY, 1992.

Control and Station Master Maryborough will arrange for a suitable shunt to clear these wagons from Tiaro at approximately 7.00a.m. and convey them to Maryborough, for attaching to LTC 1838 and modified tank car OTET 44396 (mounted on QLX frame) filled with water.

A Test Train OG50/OM51/OG62/OM53/OG64/OM55/OG56/OM57 conveying VAOS 33953, VAOS 33947, LTC 1838 and OTET 44396 WILL RUN:-

<u>OG50/OM51/OG52/OM53/OG54/OM55/OG56/OM57</u>					
	arr.	dep.		arr.	dep.
Maryborough		12.25p.m.	Yerra	2.58	3.11p.m.
Maryborough West		12.40	Mungar	3.24	3.36
Mungar	12.57	1.00	Yerra	3.49	4.02
Yerra	1.14	1.27	Mungar	4.15	4.17
Mungar	1.40	1.54	Maryborough West		(4.33)
Yerra	2.08	2.21	Maryborough	4.45p.m.	
Mungar	2.34	2.45p.m.			

1. Mechanical Engineer D. Skerman will be in charge of test.
2. Test Train will run under Staff and Ticket Regulations between Mungar and Yerra.
3. The test woodchip cars and LTC will remain coupled, and will be cleared from Maryborough West to Gladstone by C343 same day.
4. Wood chip cars must be weighed at Maryborough before despatch on C343

Extracts from ARHS Qld Division Sunshine Express.

Emerald Fri 2nd January 81. 54A 1609/1653, CMIST, 2 / QLX, 2/ QLXT, BLCT, QLX, BLCT, OTE, OBA, OP, OTA, OC, OTA, OHE, QLX, BLCT, QLX, CMIST, 2/QLX, CMIS, QLX TDV 1885, TLV 1848.

SE August 1981, OT 1 & 2, Golden Fleece Whinstanes – Yarraman.

JULY 1982 SE. Hannam's Gap derailment , OHE 13, 21. CALTEX OTA 6, 24, OV 76, OBA 68, OC 21.

Since the takeover of Golden Fleece by Caltex, several RTC on loan to ESSO.

August 1982 SE. Generally speaking, tank wagons are used only for their owner companies products, with the exception of Caltex OT tanks being on loan to ESSO in Brisbane and perhaps these days an intermingling of Caltex and Golden Fleece tanks. However on 12th June, at least 4 OC tanks were noted awaiting filling at the Shell Pinkenba terminal.

24 April 83, OC 36 Hamilton marked and in use for Av Gas 100.

September SE. OV 8, 31, 78, 3, 2, 9, OVA 74, 75. Stored Cannon Hill.

January 84 SE. Nambour molasses SJ 18045, OQE 1. (26 Nov 83).

December 83, Cunnamulla BP & Mobil Tanks.

March 84 SE. Total oil tanks OJY 1 and 2 have been transferred to Ampol at Lytton since the takeover of Total. OJY 3 is still working from Boral at Hamilton.

New BP tank OCET 93 at Hamilton 14th January ex Commonwealth Railways entered service 15th June 1983. OCET 92 ENTERED SERVICE 9.8.83. OCET96 entered service 5.12.83.

OR 25592 / 25596 stored at Boral, both have heating tubes with out or gas cylinders

OR 25590 diesel fuel ND OR 25591, 29593 -25595 sold to oil/bitumen companies. 25593 – 25595 became Boral OQ 1 – 3 with lagging and heating equipment.

June 84 SE. OT and OP tanks used by ESSO Brisbane. Very little Golden Fleece and Caltex coming from Brisbane. Caltex OTY 44 at Pinkenba marked "White Oil".

OLAO 44244, OVAO 107 at Pinkenba. Many Amoco wagons, now taken over by BP have had there logos stripped or painted out. However, they have not been reclassified.

January 85 SE. OR 25592 at Pinkenba. (31st December 84)

13th Dec 84 Yarraman Googs, 1723, OV, 3 FJS, HJS, 7FJS, 2 OV, 2 OAA, OPA, 2 OTE, OTA, 2FJS, H, QLX, BGC 964. Esso, Caltex, Golden Fleece, Mobil depots in Yarraman.

June 85 SE. OBAT 43911 x overhaul painted grey.

OTE 44402, 44394 on hire to Esso

October 85 SE. Number of OV stowed at Eagle Farm, some have dome equipment removed OV 44497, 44507, 44516 , some still stored at Cannon Hill.

August 86 SE. Mobil & Ampol Tanks at Pinkenba. 13th July.

11/06/85. OC 1 Townsville with diesel fuel for Pring.

Oct 85 SE:- OV tanks stored Eagle Farm/Hamilton since August.

August 86 SE. OVA 44500, OV 44505/44507 at Pinkenba 13th July with Shell tank, Also 3 AMPOL tanks in the yard. Number of tanks with ride control bogies not "A" to indicate change. OBA

Jan 87. SE. OR 25590 repainted grey with QR logo working Brisbane to the west.

August 1988 SE. OV 44490 Gladstone extra tank straps, 6 along wagon, no turnbuckle. 3 compartments. 4/7/87.

March 89 SE, OP44319, OPA44328 at Pinkenba Jan 89 with company sign painted out and replaced with 2 very small Caltex on each side. All Amoco and Total signs were quickly by BP and Ampol respectively.

OTA 44381 Caltex at Hamilton on HJS underframe.

May 89 SE. 17 Shell, Caltex, Golden Fleece, Mobil RTC stored at Pinkenba with bar frame bogies. QFC QC wagon having buffers removed QFCA, QCA.

June 89 SE. OC 43979 OTA 44381 on HJS underframes. One with bar frame bogies.

Sep89 SE. Winton OBAT 43910, 43912, OTA 44357, OP44324 for Townsville Shell and Caltex. All up 6 tanks in town.

Nov 89 SE Esso Pinkenba Terminal closed OAA & OAAO stored at Newstead OAA 43765 – 43790, OAAO 43791.

February 1990 SE. OR 25592 previously on loan to Boral were noted at Pinkenba on 31st December with new external cladding painted in the dark green of the Road Surfaces Company OKE wagons. And with a small map of Queensland in yellow with the letters RS inside the boarder. Apparently this upgrade of the wagons was carried out at Rockhampton Shops in 1987 and they haven't been noted since. They are still not permanently fitted with heaters and cylinders.

August 1990 SE New Shell bitumen tank Wagon OBET 43941 at Pinkenba 24th June. Ex Victoria on WHE frame.

February 91 SE New Shell bitumen OBOT 43491 / 43492 Pinkenba 27/11/90, painted black.

14/11/90. **Departing Dirranbandi** **????** Warwick maybe. 1507/1745, CLV 1570, JCS 1007, 2 – QLX, FSS, 4 - FJS, MALY, OHE, OCA, OBA, 2-OLE, PFCC, PCL, OCA, 2 - OC, 2 - QLXP, HJS, QLXP, 7 -QGX, 2 - VAOS, 2 - QGX, VAOS, R. 87.4 units, 932 tonnes.

May 91 SE. Large number of OB and OC tanks written off. . OBOT 43943 at Pinkenba 31/03/91 waiting painting.

OPY 44341 Golden Fleece (Caltex) to Ampol. Same OTE 44393, neither reclassified. OLA 44218, also at Cannon Hill in mid- March when the others above were noted has been repainted in silver and given a bright new logo.

October 1991 SE. Ampol hired 23 RTC from Caltex OPE, OTE, OTY, OPA, OTA, QR fuel. Many have been partly repainted.

November 1991 SE BP Refinery Bulwer Island PCOY 45776, 45761, 45838.

June 1992 SE OLO class 9 vehicles of 15 , originally to 18 have been completed and in traffic.

September 1992 SE. Between April and July Townsville Workshops modified old tanker onto WHE underframes OBAT 43879,/43878 /43847 / 43895, OCAT 44023 / 44014 /44013, OCET 44038, OPAT 44327. Ipswich also converting several wagons.

November 1992 SE. Yelarbon Derailment earlier in the year. OCET 44066, OCA 43996, OCA 44010, OCA 44005, OCA 43987, OCA 44027, OCA 44009, ORO 39007, OHO 44174, OHO 44173, OTY 44384. .

Tanks on new underframes OTET 44395, 44399, 44401, OCET 44043, 44039, OLET 44235.

November 1993. SE. Buffers and links removed, New classes OTOM, OKEM, OBEM, OBAM, OHEM, OHOM, OJYM, OLEM, OROM, OVEM, OVOM, PSCA,

January 1994 SE. Tank Lengthening OCA 44018, 44034 becoming OCEM, OTA 44378 joining OTEM class.

February 1994 SE. First two ANPA OS power alcohol tanks extended and fitted to QLX frames as OSY 44303 / 44307.

March 1994 SE. 2122F +2121 F heading through Harristown for the SW with 30 tanks.

6R14 Pinkenba 18th January 15:15 2123F + 2199F 19 tanks for Dalby, 3 Miles, 4 Roma, 2 Charleville and 2 Quilpie. 908,286 litres of petrol and distillate.

August 1995 SE. 24th May. 6H10 Eagle Junction 13:55, 1466 + 1501 4xOBAM, OTA0, OHO, OCET, OCA0, Goondiwindi, OCY, OCYM, OHYM, OCEM, OHOM, OTET, OPA0, 2 x OHET, OCAOM Warwick.

September 1995 SE. Redbank Graveyard. 10th August.

OC 43994, OR 22590, OP 44320, OA 43779, 43768, OAA 43766, 43785, 43773, OCA 44001, OV 44502, OVA 44498, OVA 43788, OVA 444517, 44535, 44599,

May 1996 SE. At least 5 ex NSW Shell tank wagons have had their tanks removed from their frames and fitted to 40 foot container frames. Numbers allocated to these containers are the last two digits of their old NSW NTAF number. TR 033, 034, 035, 037, 039.

July 1996 SE. OPA0 to OLA0, OTA0 – OLAL, OTO – OLO, OTOM – OLO

October 1996 SE. OPO – OLO, OPOM – OLO

November 1996 SE Also during August QR purchased tank cars OLAO 44244 to 44246, OLO 44247 to 44265 (except 44252), OPOM 44344, OPO 44345, OPAO 44346, 44347, OTO 44509, OTOM 44511, OTAO 44516/44517.

Scrap Road, Willowburn. OVA 44516, 44501, 44497, 44508, 44499, OCA 44011, 43998, 44025, OBA 43826, VAG 42763.

February 1997 SE. Delivered new OCO 44650 – NSW NTAF 7240 placed on underframe of PHOA 37157

General Appendix to the Book of Rules and the Working Time Tables for all Divisions 1962.

Rolling-Stock Generally

67. (n) Private Oil Tank Wagons. – Privately owned tank wagons for the bulk conveyance of petrol, &c., are in service on these railways. The current list of these in service appears in the sheet “Particulars of Rollingstock on the Queensland Railways” which is issued quarterly.

A cast-iron plate bearing the words “Authorised by the Commissioner” (and the year) is affixed to these wagons.

The tank of such wagons must only be filled and emptied on the private sidings of the companies, and will be filled and emptied by consignors or consignees, who must see that the opening is properly closed, i.e. that the tanks are made gas tight on every occasion prior to transportation, whether full or empty.

The tank cars are in four general groups regarding nominal gross weight at rails, i.e. 32 tons, 36 tons, 40 tons, and 48 tons.

Those having 8” x 4”, journals normally have a nominal gross weight of 32 tons and such wagons are permitted a maximum overload of 2 tons. However, a number of special tank wagons with bearings of this size have a gross weight of 36 tons and no overload is permissible with wagons of this type which may be distinguished by the fact that their classification bear a second “O” (e.g. OBO or OTO).

Oil tank wagons of 40 tons gross weight include the letter “X” in their classification (e.g. OVX class) whilst wagons of 48 tons gross weight are distinguished by the letter “Y” in their classification (e.g. OYV class). No overload is permitted for “X” and “Y” class of tank wagons.

The class “Y” tank wagons are restricted to operation on lines available for B18¼ or heavier steam locomotives.

In the case of oil tank fitted with safety valve a minimum of 2 per cent. Of the space within the tank must be allowed for expansion. The minimum for bitumen tanks (which are fitted with safety vent in lieu of safety valve) is 1 per cent.

Tank wagons must not be to run unless they are full (i.e. between the above limitation and a stipulated maximum space as indicated by the ullage bar) or empty.

Attention is directed to Rules 204, 215, 556 and 559 also clause 67 A regarding these wagons. Clause 67A refers to overloads. OA, OB, OC, OP, OS, OT, OV, OR, OL are allowed a 2 Ton overload.

By-law No. 1193 Book of Rules 1986

Rule 204 (a), Loose shunting vehicles containing passengers, livestock, explosives, etc. Loose shunting of vehicles containing passengers, livestock, explosives, flammable liquids, or other goods of a dangerous nature is strictly prohibited. The loose shunting of vehicles against loaded passenger vehicles or against vehicles containing livestock, explosives, flammable liquids, or other goods of a dangerous nature is strictly prohibited.

Vehicle containing passengers, livestock, explosives, flammable liquids, or other goods of a dangerous nature shall not be detached from the locomotive until brought to a stand.

(b) Vehicles conveying explosives, flammable liquids, or other goods of a dangerous nature shall not be brought to a stand in close proximity to any area where a fire hazard exists.

Rule 215 Vehicle overloads. Refers to Clause 67 A General appendix.

Rule 566. (a) Acceptance of flammable liquids. Stationmasters and all employees connected with the handling and transporting of flammable liquids shall see that the instructions contained in The Railway Goods Traffic By-law, the General Appendix to the Book of Rules and the Railways of Australia Code of Practices and Conditions for the Carriage of Dangerous Goods are complied with and strictly observed.

9b). **Position on train.** On goods and mixed trains, loaded or empty rail tank wagons/containers used to convey flammable liquids and other wagons conveying flammable liquids may be marshalled together and are to be positioned in the train not less than two (2) four (4) wheeled vehicles or equivalent (one bogie vehicle) from any vehicle carrying other combustible substances likely to readily support combustion or any flat top vehicles not equipped with fixed end bulkheads and loaded with logs, rails, steel or concrete beams or similar loading. See QR Vehicle Segregation table in Rules 558 (e). A goods train conveying a load of flammable liquid wagons only does not require and intervening vehicles between the flammable load and the brake van.

(d) **Open or naked lights not to be used in the vicinity of tank wagons.** Employee shall not use open or naked lights when examining or repairing fuel or oil tank wagons, nor shall they smoke at or near such wagons.

(e) **Precaution when attending damaged oil tank wagons containing flammable liquids.** Fuel or Oil tanks wagons or other wagons containing flammable liquids requiring repairs which necessitate a Train Examiner or other employees working underneath or on them at night time to make them safe for travel, must be taken off the train and repairs effective in daylight unless electric light is available. Should the tank be leaking or suspected to be leaking, Rules 559 (a) (ii) shall apply.

(f). **Tank wagons not to be placed near open fires.** Care shall be taken that no open fire shall exist at or near any fuel or oil wagon, nor shall any such wagon be shunted in the proximity of any open fire.

(g) (i) **Employees to be advised of position of wagons containing flammable liquids.** When vehicles containing flammable liquid are received, or held in yards, particularly between sunset and sunrise, Stationmasters, or other officers in charge shall see that the train and yard employees are informed of the position of such vehicles, and that all other

precautions are taken to prevent accidents. Such precautions shall include provision for quick isolating such vehicles in the case of fire.

(ii) **Watch to be kept for hot journals.** All vehicles containing flammable liquid and vehicles adjacent to them, must be watched with extra care to discover hot journals.

(h). As “OF”, “OFY”, “OGE”, “OKE”. “OQ”, “OQE” and “OQY” rail tank wagons are not utilised to convey flammable or hazardous liquids, the provisions of this Rule will not apply to these classes of wagons.

Rule 559. Relates to accidents to vehicles containing flammable liquids.

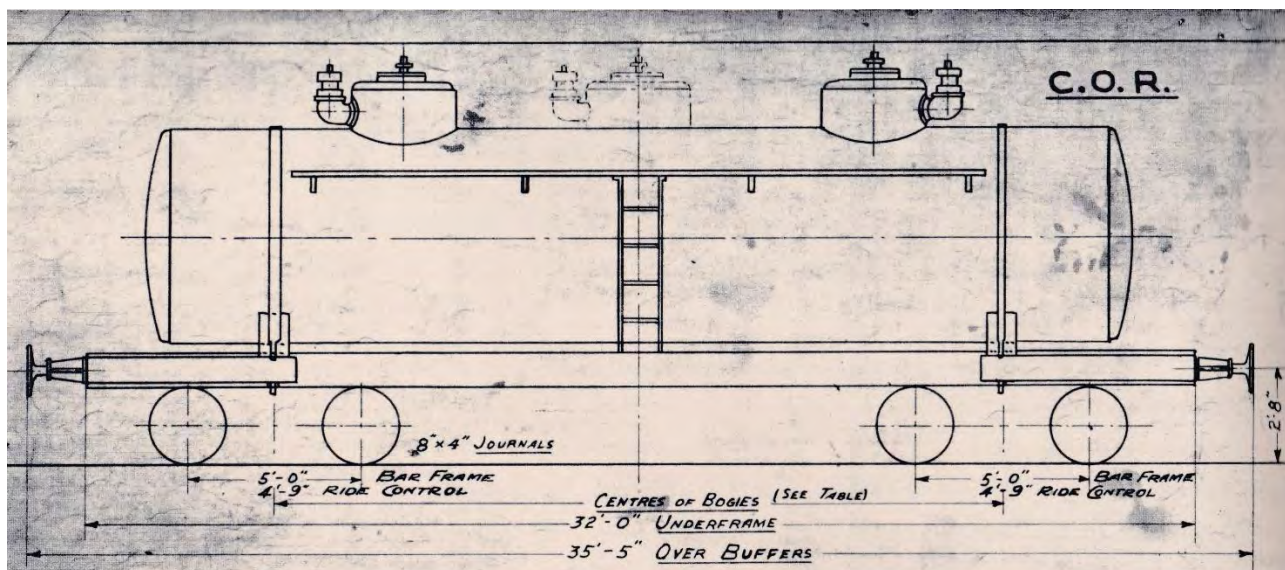
Life after QR.

OC 1 wagon was painted gold in 1980 for 50 years of service, now on display at the Ipswich Workshops Museum , OP 1 in 1944, OA in 1951, OL 1 in 1956, OHE in 1962.



Modelling “O” Class Tank Wagons

QR plans



Plan P 169 Rail Tank Car Class “OC”. The following wagon numbers are shown on the plan. OC 1 – 19, 22 – 49, 52 – 54, 56 – 64. OC 50, 51 & 55 Transferred to other states.



OC 1. (43975)



OC 7 (43981)



OC 32. (44006)



Tulloch Wagon.

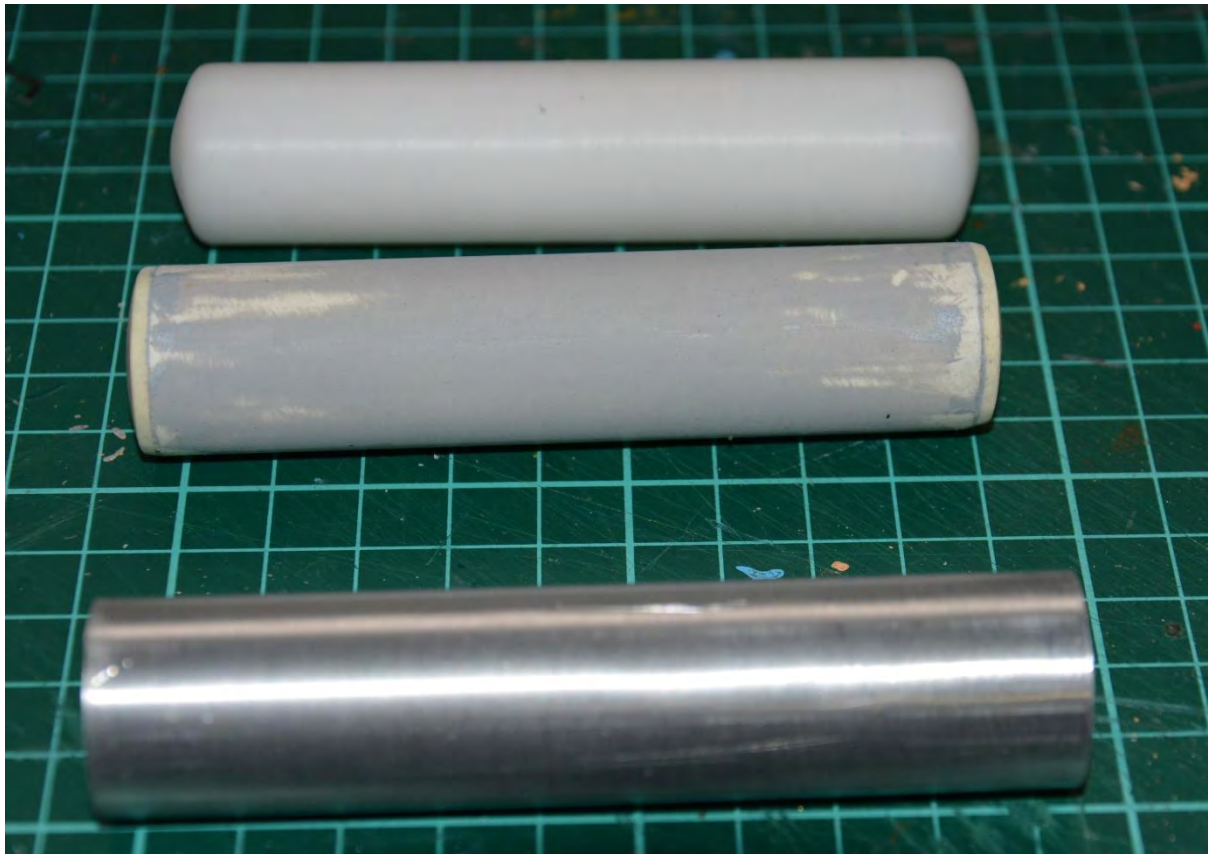
- OC 1 . E.Deakin. 2 domes outwards, flat sided
- OC 2. E.A.Phelan. 2 domes outwards, flat sided
- OC 3. E.A.Phelan. 2 domes outwards, flat sided. Centre sill frame
- OC 4 -12 E.Deakin. 2 domes facing the same way, flat sided
- OC 13 – 31 Ipswich Workshops. E.Deakins frame, CLTB Tanks Single dome with side filler.
- OC 32. E.Deakins frame, CLTB Tanks EX OB79. Single dome with side filler.
- OC 33. Ipswich Workshops. CLTB - 1952 Tulloch. Single dome with side filler.
- OC 34. Ipswich Workshops Ex OB 69 – 1952 Tulloch. Single dome with side filler.
- OC 35. Ipswich Workshops, Ex OB 80 – 1952 Tulloch. Single dome with side filler.
- OC 36 . Ipswich Workshops, Ex OB 81 – 1952 Tulloch. Single dome with side filler.
- OC 37. Ipswich Workshops, CLTB – 1952 Tulloch. Single dome with side filler.
- OC 38 - 64 Tulloch Round Dome.

Various Wagons all on the one plan. Photo required when building any tank Wagon.

SERIAL NO	LENGTH OF TANK	INSIDE DIA OF TANK	WEIGHT OF EMPTY TANK	NO OF COMPT	CAPACITY IN GALLONS	AVERAGE TARE WEIGHT	NET WEIGHT (PETROL 73.5 G)	LOADED WEIGHT	NOMINAL GROSS LOAD	TYPE OF UNDERFRAME	CENTRES OF BOGIES	DIA OF WHEELS	YEAR BUILT
1	28'-5"	6'-1 1/2"	TONS CWT'S	2 W. X B	5000	TONS CWT'S 15 9	TONS CWT'S 15 6	TONS CWT'S 31 15	32	RECT.	21'-0"	2'-2"	1930
2	" "	" "	" "	2 W. X B	"	15 14	16 6	32 0	32	CENTRE SILL	" "	" "	1932
3	" "	" "	" "	2 W. B	"	16 0	16 0	32 0	32	" "	" "	" "	1936
4,5,6,7	27'-4 1/2"	" "	" "	2 W. B	"	16 5	15 15	32 0	32	RECT.	19'-0"	2'-9 1/2"	1938
8,9,10	" "	" "	" "	2 W. B	"	16 0	16 0	32 0	32	" "	" "	" "	1939
11,12	" "	" "	" "	2 W. B	"	15 18	16 2	32 0	32	" "	" "	" "	1939-40
13 to 19, 22 to 32	28'-9 1/2"	6'-2 1/2"	" "	1 W. B	"	14 15	16 6	31 3	32	" "	21'-0"	2'-2"	1951-2
33 to 39	28'-0 1/2"	6'-1 1/2"	" "	1 W. B	"	13 8	16 6	29 14	32	" "	" "	" "	1952
40	" "	" "	" "	1 W. B	"	13 8	16 6	29 14	32	" "	" "	" "	1953

Plans do give some information on various tank sizes on various wagons.

Making Tanks



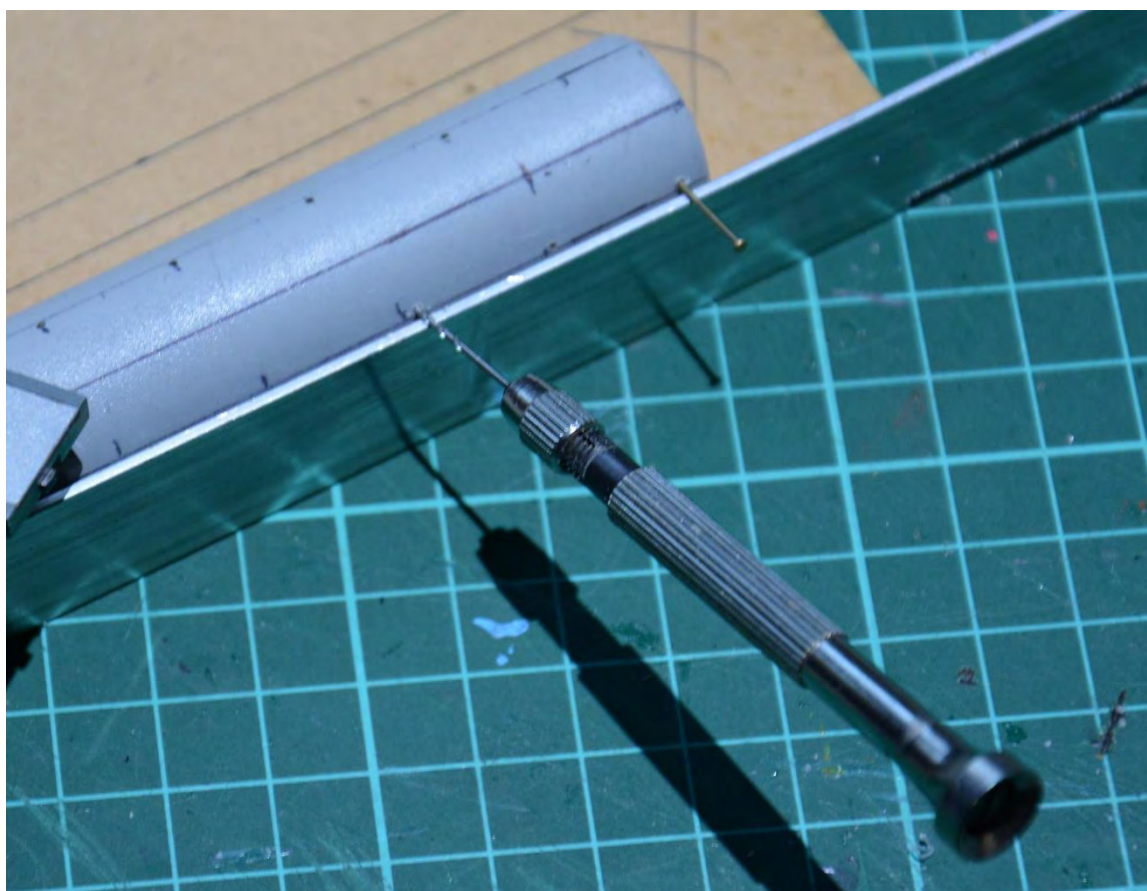
Making tank. Tube, correct size is hard to fine. Some made for acrylic rod turned to correct size, this makes a heavy wagon.

Making Frames

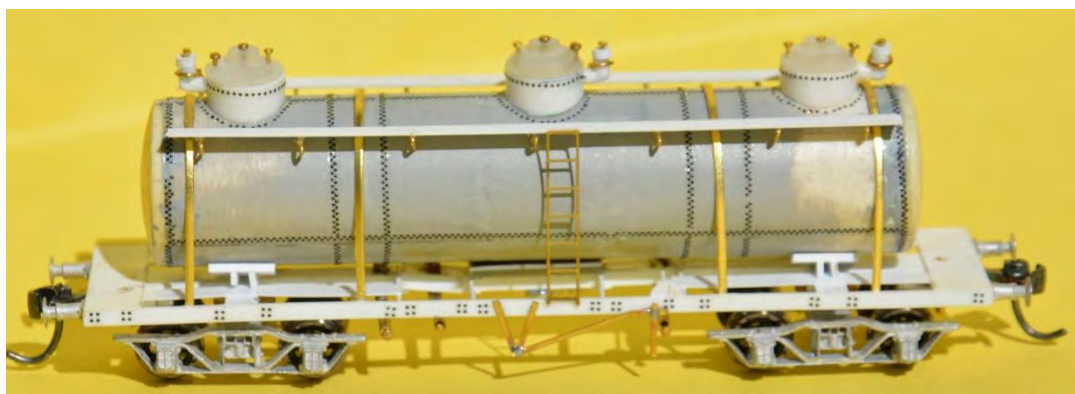
Jig made to build frame. Have used both brass and styrene. Styrene frames can be a bit flexible, but have a larger arrange of sizes.

Brass I used "North Yard" strips.

Same jig used both materials.



Attaching walkway to the side of the tank.





Parts.

Domes; Branch Line Modeller, Scratch build some using styrene tube.

Detail add, Tichy Train Group Bolts, Dress pins.

Bogies, Buffers, Brake gear; Caintode Flats

Couplers; Kadee, coupler box built into frame.

Brass Strips: North Yard and K & S.

Brass Rod: Main West Models / AR Kits.

Brass Ladder:- L & C Kits. (May not be available, looking for another manufacture)

Styrene: Evergreen.

Paint: Tru-color. TCP – 010 Black.

TCP – 077 Silver

TCP – 171 Weathered Black

TCP – 174 Grime

TCP - 804 Grimy Black.

Decals: BGB, VR Models, Mn’J Decals (Most of these are old, purchased at the Turntable many years ago).

Custom Made;- Ted Freeman Toowoomba

Rivets:- Archer and Micromark

Weathering:- Model Air 71-139 US Field Drab.

Model Air 71 – 137 Dirt

Model Color 70 – 988 Khaki

AK 723 Dust.









Far North Hobbies Kit



Far North Hobbies Kit



Wuiske Models Kit



Wiske Models Kit



Wiske Models Kit



Wiske Models Kit



Scratch build around 1975