Railway Goods Sheds (Queensland)

Larger Sheds

Adapted by A C Lynn Zelmer, CaneSIG coordinator, from clinic notes and provided by Jim Hutchinson and Jim Fainges

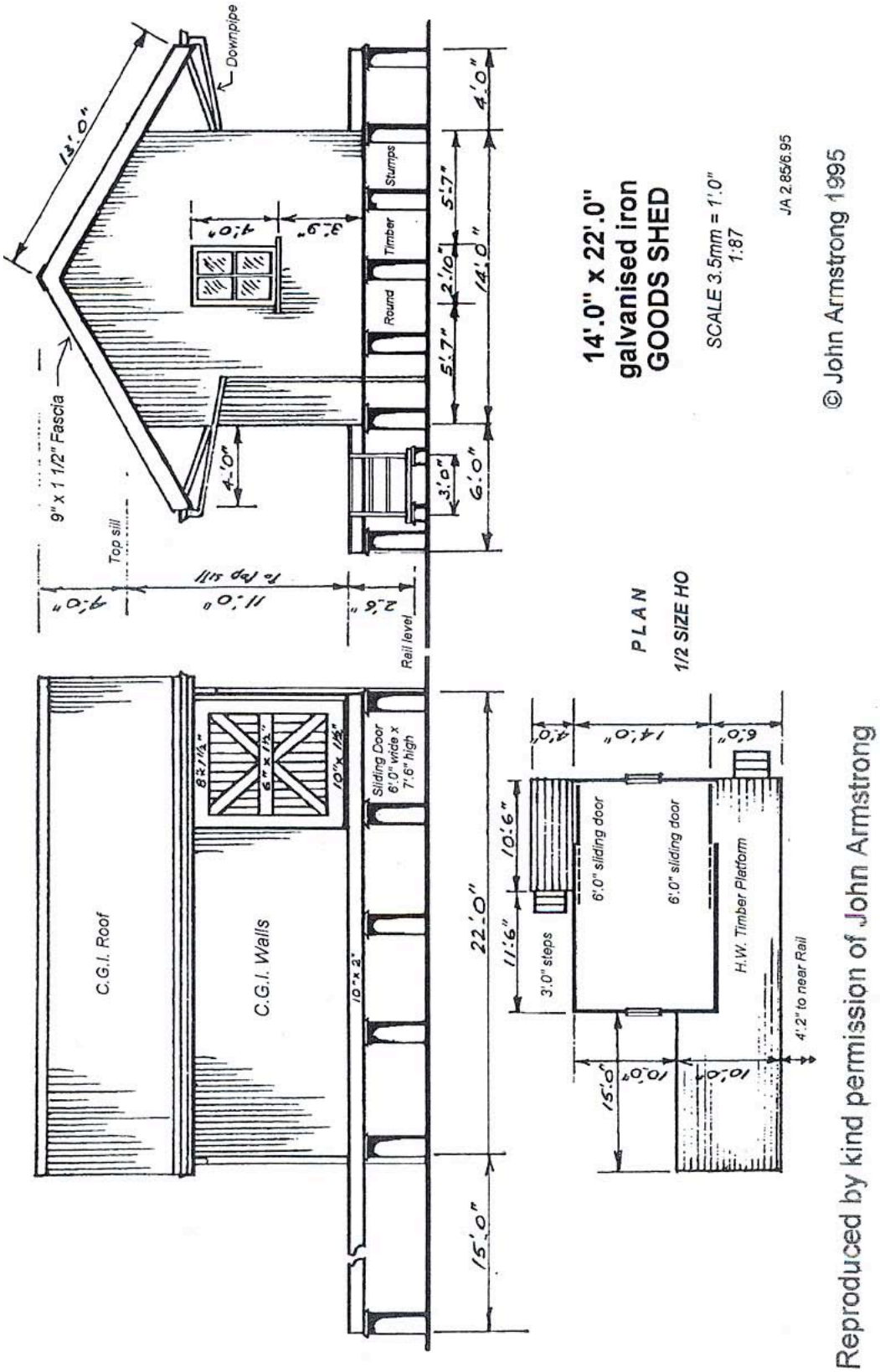
CaneSIG: http://www.zelmeroz.com/canesig

Larger sheds of **standard design** were located at the more important, and sometimes more remote freight handling centres. The yard at Cheepie, between Charleville and Quilpie, included what appears to be a standard 22'0" x 14'0" corrugated iron shed (drawing next page), painted white with a traditional red roof. A yard crane, 30,000 gallon water tank and barracks complete the scene.

A similar shed was to be found at Thallon but with the walls and roof unpainted. This shed was sited close to the station building, and interestingly also had a station name-board attached. A 'roadside' dock was also provided (photo at right) although there was no evidence of any road formation at the time the photos were taken.

Cheepie 1996 (above) and Thallon 1996 (upper right). Jim Hutchinson photos.

Another view of Thallon 1996. Jim Hutchinson photo.



Standard 14' x 22' Goods Shed. John Armstrong drawing.

The standard 20' x 30' goods shed (drawing page 4) is basically just a larger version of the 14' x 20' shed. The shed at Gayndah (below) was representative of the 30'0" x 20'0" standard design. Note that in this particular location the loading platform extension is supported with a concrete wall rather than being constructed with the more usual timber framing.

Gayndah 1996. Jim Hutchinson photos.

Some of the larger sheds were often (but not always) to be found along the more isolated lines, where distances between railway facilities were longer and the areas served were larger. Their capacity was thus related to the perceived needs of the district and/or the volume of freight they were consequently required to handle.

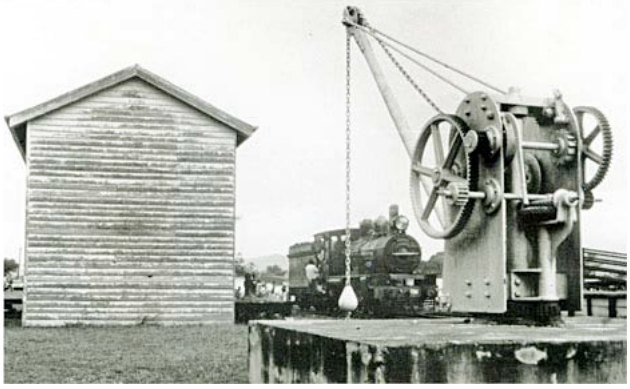
Neither Baralaba nor Talwood, for example, are very large towns, yet their sheds (photos page 5) appear to have been the standard 30'0" x 40'0" type.

Standard 20' x 30' goods shed. John Armstrong drawing.

Baralaba 1996. Jim Hutchinson photo.

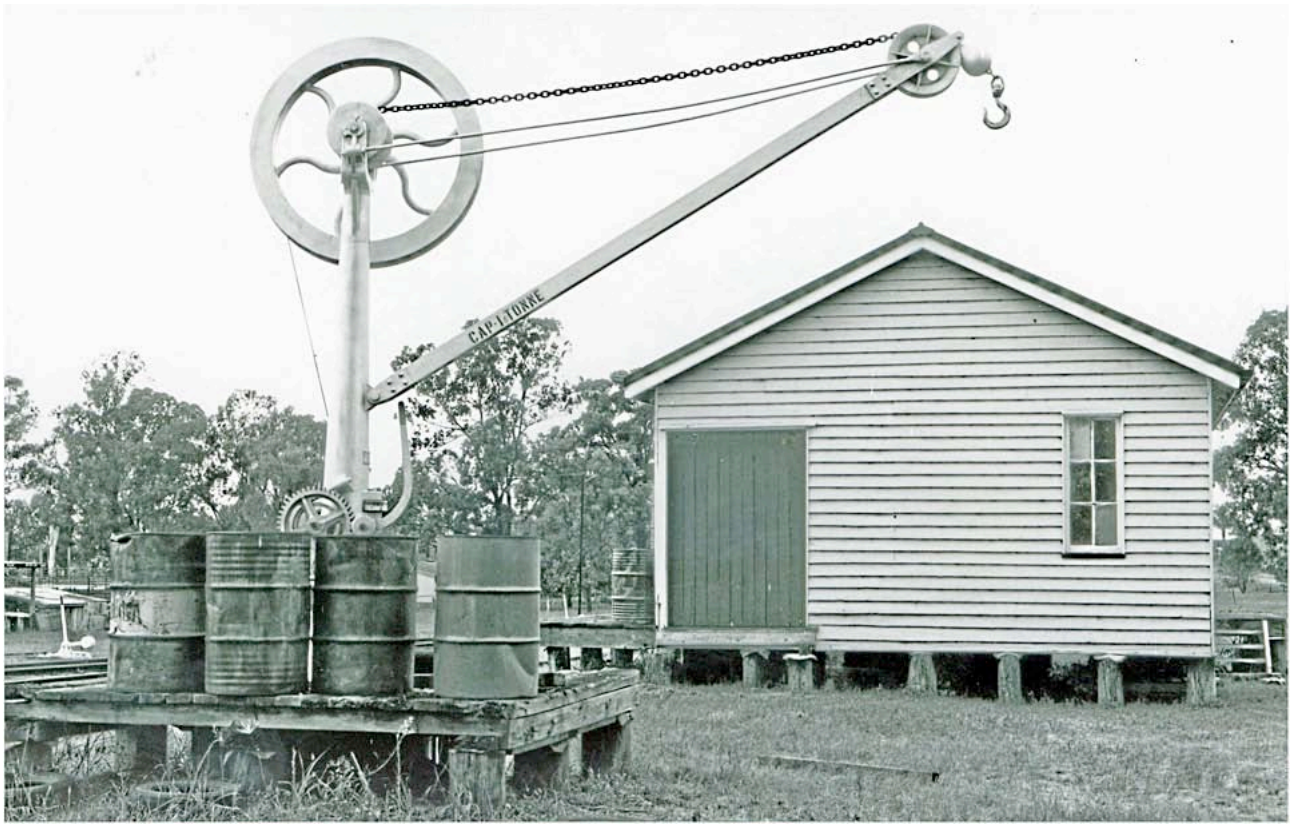
Talwood 1996. Jim Hutchinson photo.

Most larger sheds were sheeted with corrugated iron, presumably for reasons of economy—but certainly not for comfort! A few large sheds were clad with weatherboards, typical examples include Beaudesert (right) and Toogoolawah (photos next page).



Beaudesert 1980s. Jim Hutchinson photo.

Toogoolawah 1989. Jim Hutchinson photo.



Toogoolawah 1989. Jim Hutchinson photo.

Early 1900s

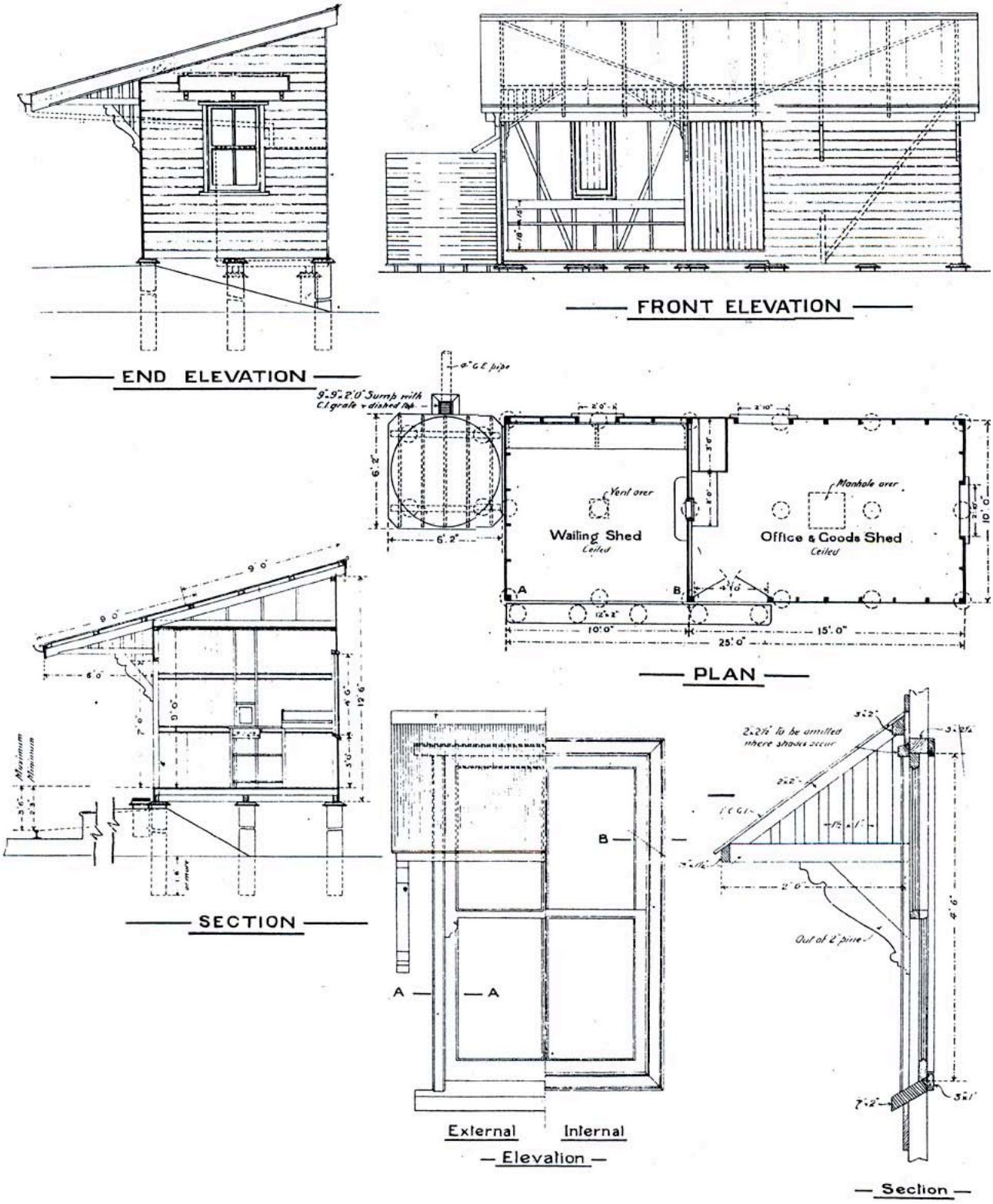
Early in the 1900s drawings were prepared for small station buildings with a goods facility incorporated into the same structure, combined with the station office. The building in the drawing which follows is 10' x 25' , the subsequent drawing shows a 12' x 25' type. The latter was provided with two roof options, a gable roof for southern districts and a gabled-hip roof for northern areas.

Acknowledgements

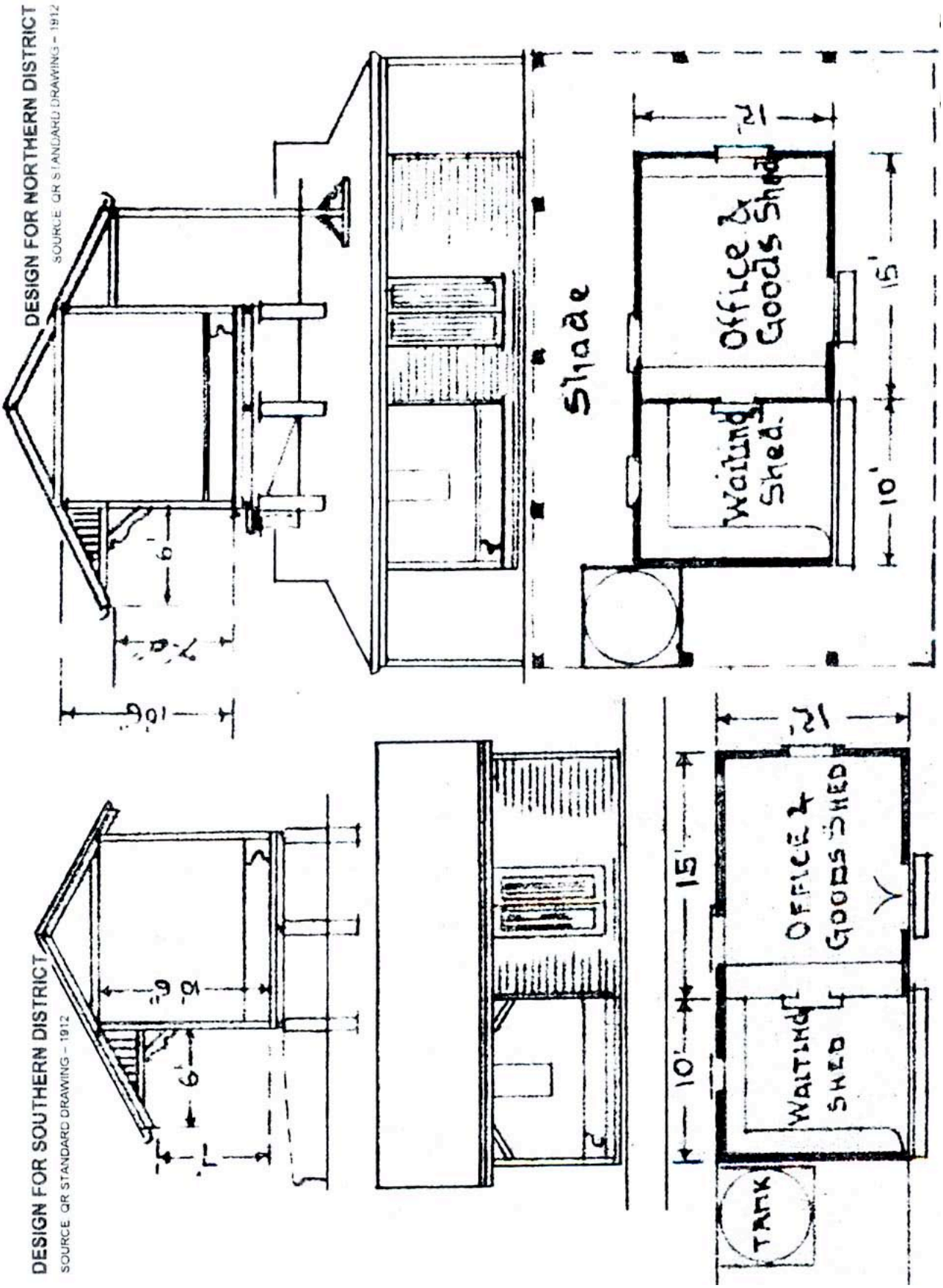
This series of articles was originally published by the *Modelling the Railways of Queensland Convention 2006* as 'Goods Handling Facilities', a presentation by Jim Hutchinson and Jim Fainges. Reproduced

and edited with permission. Additional images are credited where they appear.

Additional photos and some plans are available on the CaneSIG web site (www.zelmeroz.com/canesig) and on Queensland's rail heritage web site (QldRailHeritage.com).



Early 1900s standard 10' x 25' combined station and goods shed. Source: QGR standard plans.



Early 1900s standard 12' x 25' combined station and goods shed with northern and southern district roof variations. Source: QGR standard drawings 1912.