

# Railway Goods Sheds (Queensland)

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

Handling & Miscellaneous

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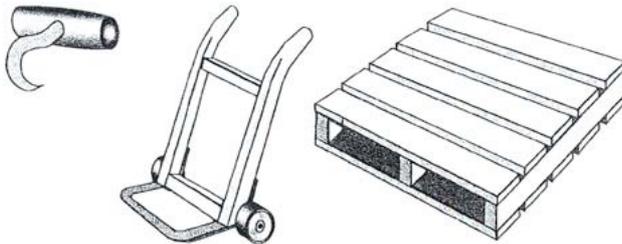
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## From Hand Trucks to Containers

With the exclusion of livestock, logs and minerals which require special equipment, all other goods were transported via the goods shed.

Individual Loads: In the early days railway goods, including coal and grain, were transported in individual bags, boxes, barrels, cartons, sacks and packages capable of manual handling at both inward and receiving ends of rail transport. Larger pieces were handled with a small crane or were moved on hand trucks.

Later goods were palletised or otherwise contained in small containers for ease of handling and protection. Pallets varied in size and quality, but two men, perhaps with a fork lift, could still handle such goods.



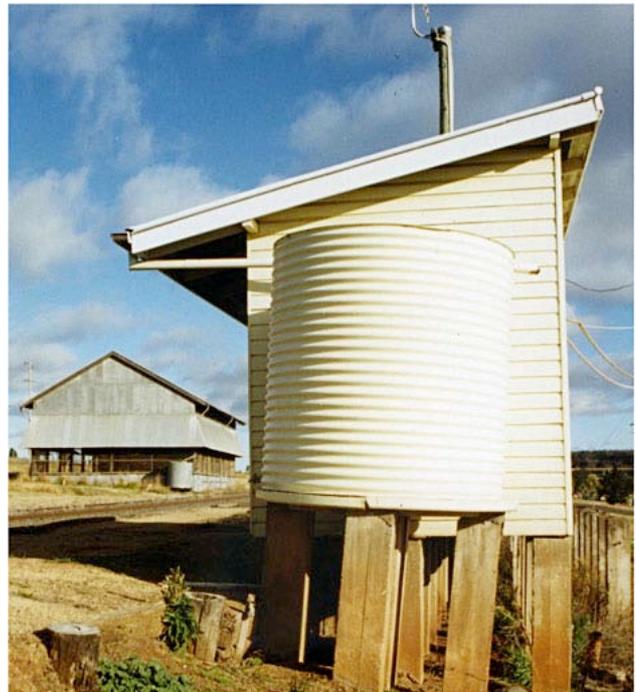
The hand hook allowed the manual handler to grab and lift items such as baled hay. The hand truck moved smaller boxes and crates. Pallets, often moved with a fork lift (manual or powered), permitted larger items to be handled.

Today many small to medium sized loads are still handled on pallets, often protected from the weather and theft with shrink-wrapped plastic wrap, and pallet rental is a major business in its own right. Warehouse trolleys with a hand-powered hydraulic fork lift can move even quite heavy pallets around on a concrete floor, although powered units are needed to lift pallets on and off rail cars, platforms or road transport trucks.

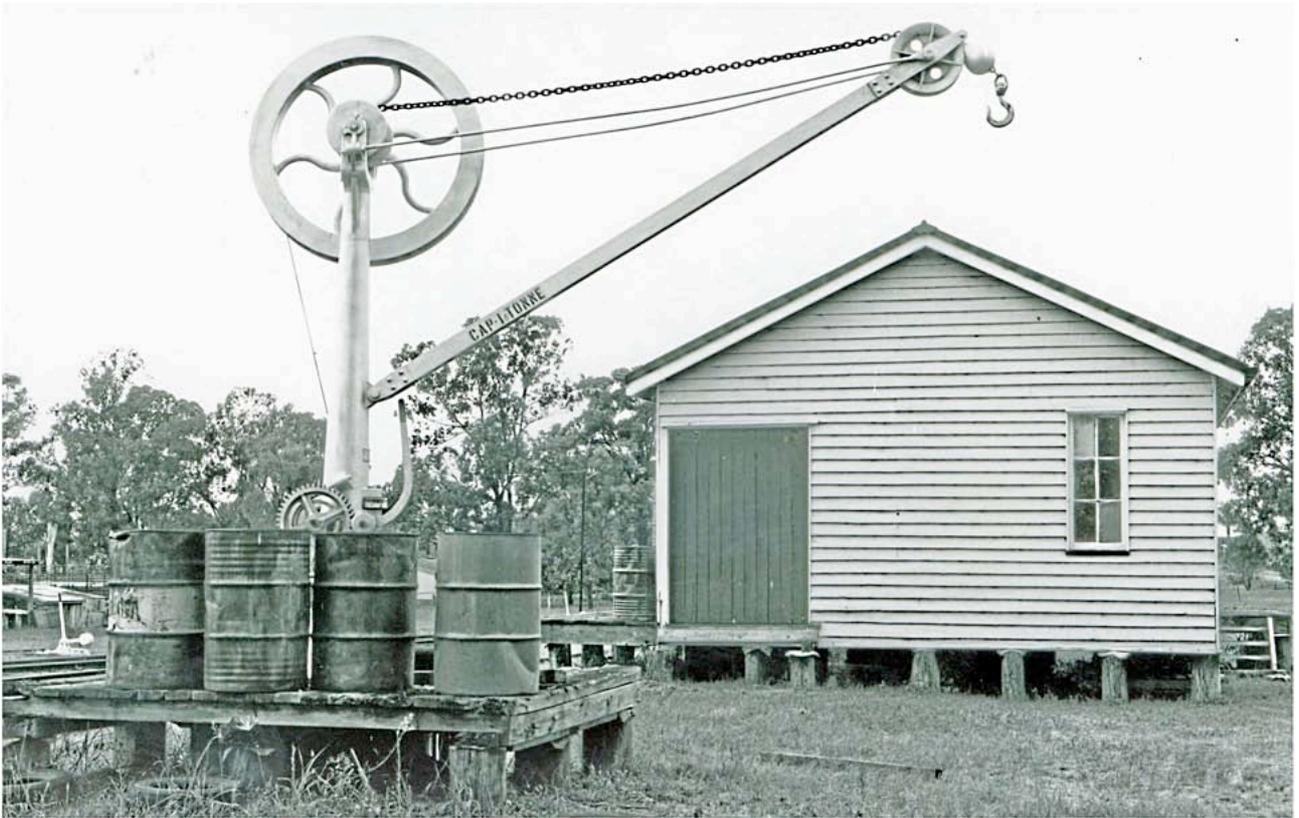
The goods shed was capable of handling the majority, if not all, of inward and outward goods. A crane, with a capacity to handle expected loads, was provided at most goods sheds to help with larger items or machinery.

Courier companies and road transport have taken over from the railways for handling most smaller goods. Bulk goods are shipped in standardised containers or specially designed rolling stock, requiring special handling at both ends of the trip (see page 4 for ISO standard container handling), and have led to the demise of the goods shed.

As with all modelling the amount of detail included always gives additional character to the scene being represented. So apart from the goods shed itself, the immediate environment – the rail-side and road-side docks, the crane and the ever present ‘clutter’ of drums, crates, old tyres and miscellaneous other bits and pieces all add to the quality of the presentation. Goods sheds were not provided to enhance the aesthetics of a yard; they were utilitarian buildings and their role was to provide a fundamental albeit unglamorous service to generate revenue.



Water tank, Greenmount, 1996. Jim Hutchinson photo.



Toogoolawah goods shed, 1989. Jim Hutchinson photo.



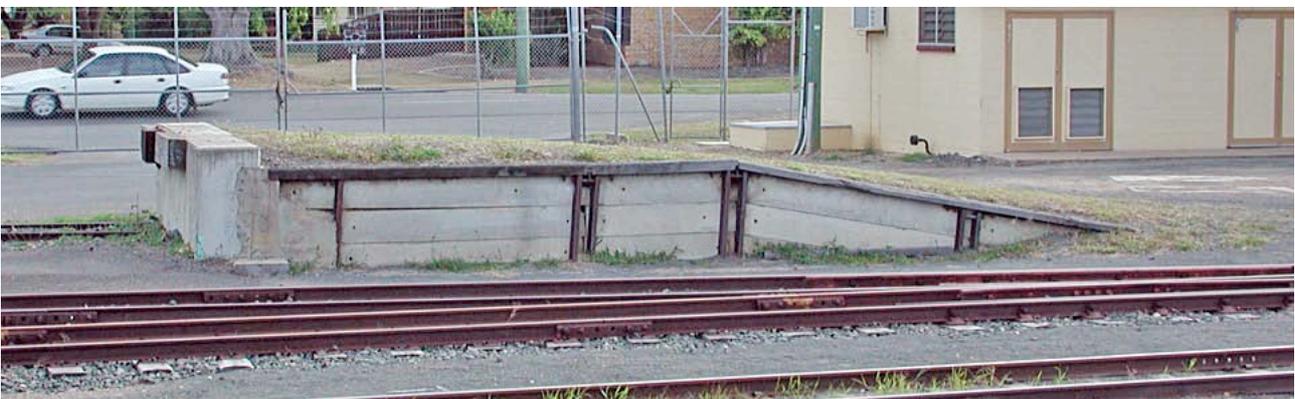
Theodore goods shed, 1996. Jim Hutchinson photo.



Theodore goods shed, 1996. Jim Hutchinson photo.



General (non-bulk) goods are often now moved by road transport; Monto yard weighbridge (left), station (centre) and Q-Link terminal (right), 2003. Lynn Zelmer photo.



Ramp for end or side loading wagons. Bundaberg station yard 2003. Lynn Zelmer photo.



Linmac rail tractor, Bundaberg 2003. Lynn Zelmer photo.



D&N rail tractor, Bundaberg 2003. Lynn Zelmer photo.



Linmac rail tractor with LSR (loco shunt runner) wagon used as a buffer when shunting, Bundaberg 2003. Lynn Zelmer photo.





ISO standard container handling crane (above and bottom previous page) for transferring containers to/from rail/road transport, Bundaberg 2003. Lynn Zelmer photo.

### **Acknowledgements**

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