

Goods Traffic on Cane & Shire Tramways 1

Adapted by A C Lynn Zelmer, CaneSIG coordinator,
from clinic notes provided by Greg Stephenson

Shire
Tramways

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Shire Tramways

BUDERIM-PALMWOODS TRAMWAY.

Miles from Buderim.	Stations.	Mixed.	Mxd.	—	Fares from Bud'im.	Stations.	Mixed.	Mxd.	—	Fare from Palmwoods.
		Ex. Sat. and Sun.	Sat. only.		Single.		Daily, except Sat. and Sun.	Sat. only.		Single.
..	BUDERIM ... dep	p.m. 12 0	a.m. 7 0	...	s. d. ...	PALMWOODS ... dep	p.m. 4 30	a.m. 11 20	...	s. d. ...
3	Telko	12 20	7 20	...	0 6	Chevallum	4 40	11 30	...	0 6
4	Forest Glen	2 40	7 40	...	1 0	Forest Glen	4 55	11 45	...	1 0
5	Chevallum	3 0	8 0	...	1 6	Telko	5 10	12 0	...	1 6
7	PALMWOODS ... arr	3 15	8 15	...	2 0	BUDERIM ... arr	5 40	12 30	...	2 0

‡ Connects at Palmwoods with the train leaving Gympie for Brisbane at 3.14 p.m.

* Connects at Palmwoods with the 8.20 a.m. Train from Brisbane to Gympie, and the Train leaving Gympie for Brisbane at 6.35 a.m.

MAPLETON TRAMWAY.

Tram runs daily, except Sunday, as follow :—Mapleton depart 8.30 a.m., Nambour arrive 10.30 a.m. Nambour depart 12.30 p.m., Mapleton arrive 2.15 p.m. Fares, 2s. 6d. each way.

The Commissioner for Railways is not responsible for the running of Trams over the Buderim and Mapleton Tramways.

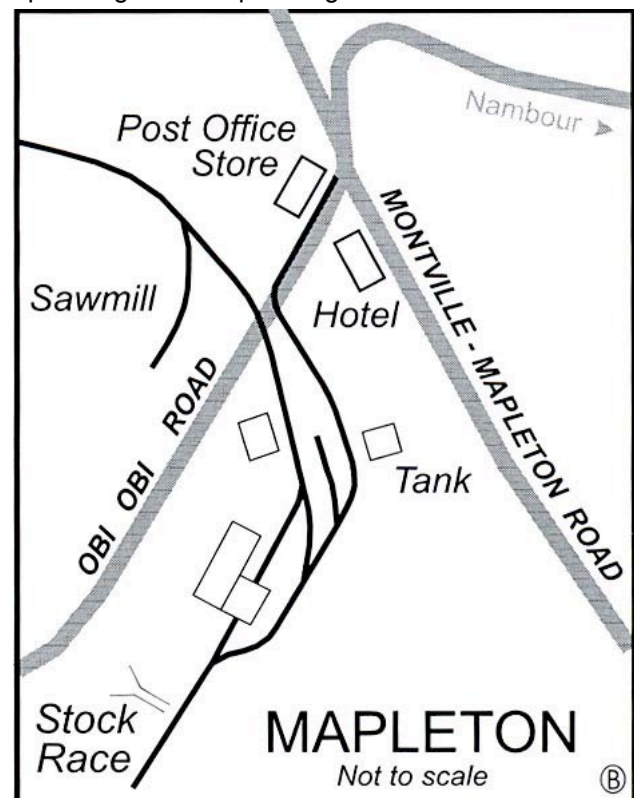
Source: Queensland Railways Timetable effective from 28th October 1934

In the late 1800's and early 1900's, railways were seen as the preferred choice of transport for existing and developing areas. Many Councils lobbied the government of the day to extend the QGR to serve their towns. The government could not hope to fund all the requests and had no desire to build what it considered would be unremunerative branch lines. A number of Councils used the provisions of the *Tramway Act* to build their own tramways. The majority were built to 3'6" gauge. However, some were built to 2' and 2'6" gauge.

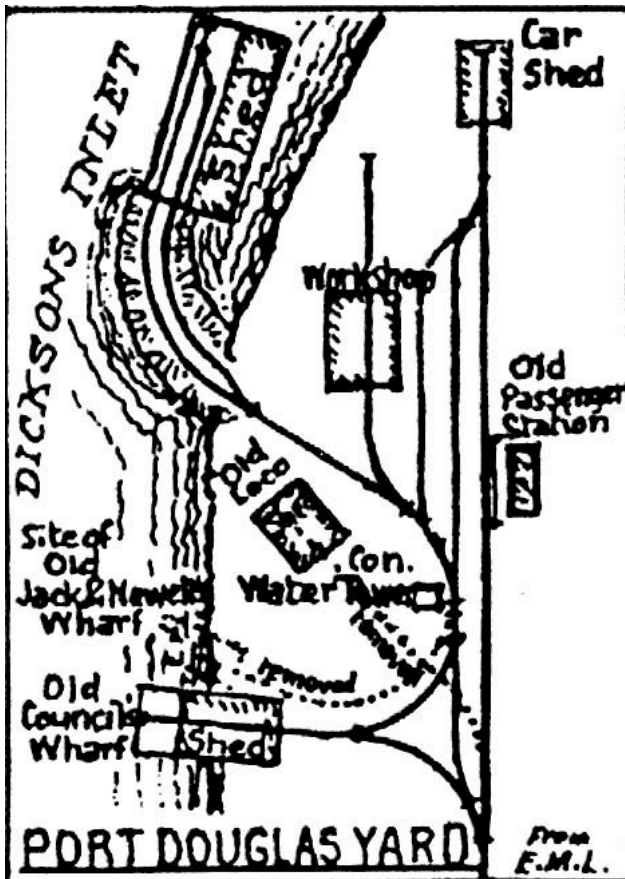
Many of these tramways acted as feeders to other railways or serviced ports. They make excellent subjects for modellers. The tramways were self-contained with most routine repairs being undertaken by tramway staff, often with limited facilities. As can be seen from the layout plans of the principal stations on two tramways, station and yard facilities were also very limited and often very compact.

Most operated with minimal amounts of equipment. Both the Mapleton and Buderim Tramways only had two locomotives each. Those of the Mapleton Tramway were 2 truck Shays whilst the Buderim Tramway used a Krauss 0-6-2T and a 2 truck Shay. As can be seen from the timetable above, most services operated as "mixed" trams with one return service each day. Typically, short trains were

operated consisting of locomotive, covered wagon, open wagon/s and passenger coach.



Source: *The Mapleton Tramway*, John Knowles



Source: ARHS Bulletin, March 1956

The goods rollingstock has generally received a low priority from railway historians and researchers. Most equipment was operated by private companies and Shire Councils and archival information either does not exist or is not available in the public domain. The following information from a variety of

sources gives an indication of the types of goods rollingstock used on some of these tramways.

Douglas Shire Tramway (1900 to 1959): The rollingstock consisted of four-ton capacity, four wheel wagons and six- and eight-ton capacity, eight wheel bogie open wagons. A number of the heavy duty wagons were acquired from the Boonmoo to Stannary Hills and Irvinebank tramway west of Herberton in the late 1930's. When loaded with ballast, the wagons carried 50% more than their capacity of raw sugar, and the bogie wagons conveyed the 12-ton mill rollers from Port Douglas to Mossman until 1945.

O & K supplied the 0-4-4-0T Mallet named *Douglas* in 1903 and it appears that some of the 4 wheel wagons were also supplied about this time. These were subsequently rebuilt by the council. Following WW2, and probably earlier, wagons were built or rebuilt in the tramways workshop. The woodwork was given two coats of red oxide mixed with boiled oil and the steel parts were painted with bitumastic paint.

Whilst, the majority of the goods rollingstock was open wagons, photographs indicate that at least one 4 wheel covered wagon with an end platform existed and in later years, this platform was enclosed to increase capacity. No. 43 was a 4 wheel wagon with open crate formed by two horizontal 1" bars. No. 56 was a Grovers bogie wagon.

When the tramway was sold to the Mossman Central Mill on 1st January 1959, there were 55 – 4 ton wagons, 2 – 6 ton wagons and 3 – 8 ton wagons.



Douglas Shire Tramway steel 4 ton open wagon displayed at Mossman Mill. Greg Stephenson, photographer

Geraldton (later Innisfail) Shire Tramway (1900 to 1914): Initially, the main traffic was bananas, timber, firewood, arrowroot and corn as well as passengers. The Shire owned very little rollingstock. Government statistics first published in 1907 stated there were 17 pieces of rollingstock, increasing to 21 in 1913. There are some doubts about the statistics and it appears that there were 11 wagons with the balance

being made up of 21 log bogies (approximately equal to 10 1/2 wagons).

These wagons were manufactured from silky oak and are credited with having been built by A. Koppel. The open wagons were fitted with seats when needed for excursions. They carried the initials "G. T." prominently on their sides. All were transferred to the QGR in 1914.

Wagon Number	No. Built	Length (Body)	Width (max)	Gross Weight	Notes
1	1	16ft	5ft 6in		16ft door each side
2, 3, 6*, 10, 11	5	20ft	5ft 6in	12 tons	20ft door each side
4, 8*, 9*	3	20ft	5ft 6in	12 tons	8ft door each side
5, 7	2	20ft	5ft 6in		8ft door each side
Total	11				

Geraldton Shire wagon details: * No's 6, 8 and 9 fitted with iron framed bogies, remainder fitted with timber frames bogies.

Mapleton Tramway (1914 to 1944): In 1914, the Maroochy Shire Council purchased the tramways to the west of the mill from the Moreton Mill. It appears that most of the rollingstock was that taken over from the mill with the line. This included 11 goods and livestock wagons. Their builders are unknown. It appears that two cane trucks and a 4 wheel tank wagon were included with the remainder of the vehicles riding on two 4 wheel bogies. Rollingstock was of timber construction. A vertical hand brake lever at one end of each vehicle operated on the wheels of the bogie at that end.

There were 7 flat wagons 20ft long and 5' 5" wide. Bolster and chain sets for carrying timber could be placed on these wagons and pinned to the floor. Some of the flat wagons had a wall, three or four planks high, on one end with the hand brake lever attached. Photographs suggest that this was always

at the Nambour end. Temporary roofs and seating could be fitted to some of these wagons for use on excursions. One vehicle fitted with a canvas roof and sides ran as a supplemental covered wagon at times.

There was a 20ft long covered wagon with central doors. Originally, it had louvred sides and ends. The doors were split in half vertically and opened outwards. It was partially rebuilt, probably following an accident, with weatherboards replacing some of the louvres and the doors removed.

A single livestock wagon, with a galvanised iron roof, half height slatted sides and a wide gate at one end was used for the transport of pigs and calves. Cream cans and general goods were carried in the two passenger brakevans. It appears that one and probably both of these brakevans were converted to flat wagons by the late 1930's.



Ex Nambour Mill and ex-Mapleton Tramway covered wagon preserved by Clive Platter, Eudlo

Buderim Tramway (1915 to 1935): When the line opened in 1915, there were 7 x 4-wheel open wagons with a 5' 0" wheelbase. Locomotives and the bogie passenger carriage and bogie guard's van were fitted with Westinghouse brakes. The open

wagons were only fitted with handbrakes but were fitted with the necessary piping to carry the compressed air through the train. Rollingstock was built by Shillito and Sons of Ipswich.



Navies wagon at South Johnstone Sugar Mill shows a typical Shire tramway type conversion of a bogie open wagon. Greg Stephenson, photographer.

Acknowledgements

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sion. 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).



While not Queensland, this Fijian 'free train' would have been similar to earlier shire operations in Australia. Hauled by Drewry #8 (0-4-0D, b/n 2676 of 1960), this train ran between Lautoka and Labasa from 1960 to 1976. Photographer unknown, source John Teichmoeller from the CaneSIG collection.