



TRAIN TALK

Produced by Enthusiasts
for Enthusiasts

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A 100% NMRA Affiliated Club



Beaudesert Goods. ¹⁵

Arthur Hayes

Modelling a prototype can bring so much more to our hobby. We tend to run what we see or recall from an earlier time period. Some of us model a location on a given prototype, some may put a time period on what they are going to model. To me modelling a prototype is more than just having a collection of rollingstock that we place on the layout to form a train to run. In this post, I'm going to cover trains on a Branch Line that we worked from my first depot at the start of my railway career. Even today we can look at these quaint parts of our railway network, even with most of the lines closed and no trains running, we can recreate history. By doing so, we add so much more to what we are doing, it gives a new meaning and much more enjoyment to the hobby. Even with a freelance layout, prototype trains can be made up and operate just like the real thing. Let's start with a train I saw for many years, the Beaudesert Goods.



During the steam era the train departed Wooloongabba worked by a PB15 locomotive as Train 134. The load for the train was 240 tons, that's equal to around 12 loaded K wagons of cattle. All trains travelling past Kingston were restricted to PB15 locomotives due to the Logan River Bridge. The 1967 Working Time Table showed the section Bethania to Beaudesert was laid with 42 lb. or lighter rails. The maximum speed of trains on the branch was 25 miles per hour.

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The maximum speed of Rail Cars was 30 miles per hour for 50 hp. units, and 35 miles per hour for 102 hp, 1800 class and 2000 class units. In order to minimise delay to 134 at Beaudesert, butter wagons and any other loading for Logan and Albert Butter Factory at Beaudesert were to be placed next to the road wagon from Wooloongabba and detached at a siding before drawing into Beaudesert yard.

The crew for 134 would have been on duty around 12:00 PM. 15 minutes to sign on, check Train Notices and roster, 30 minutes to prep the engine for traffic (Oil loco, raise steam, fill lubricator, clean tender filters, clean fire, clean cab fittings, blow boiler down, top up tender), 10 minutes traffic to place engine on train. 15 minutes to pump up train, safety test and receive train details from the guard. Train 134 departed Wooloongabba at 1:17 PM, Yeerongpilly 1:39/2:14 attach loading. Kingston 3:01/13 loco (take water, clean fire, oil & check loco) & load roadside sent from South Brisbane on 96 Up, Bethania 3:23/50 attach loading, Jimboomba 4:55/5:10 meal and safe working, arriving at Beaudesert 6:05 PM. The train returned as train 161 leaving Beaudesert at 7:30 pm, Bethania 9:20 pm, dump train at Yeerongpilly, light engine to Wooloongabba arriving at 10:58 pm. Beaudesert is less than 50 miles from Brisbane, yet to run a train there and back, it was over an 11 hour job for the crew.

In 1967, second contract 1600 class diesel electric locomotives (DEL) commenced working trains on the southside, the Working Time Table provided a timetable should the train be worked by DEL. The train was numbered 534D departing Wooloongabba at 1:32 PM, Bethania 3:22/50, Beaudesert arr. 5:43 PM. The load for 1600, 1620, and 1700 class DEL's was 560 tons (=28 loaded K wagons). The load for a 1720 class DEL was 640 tons (= 32 loaded K wagons) D.H. locos had a load of 360 tons (=18 loaded K wagons). After 1970, 1720 DEL's were the go to loco for the line. D.H locos were rostered to work trains on the branch, often they didn't make it, stalling between Salisbury and Altandi. Regularly, they pushed them into the Refuse at Sunnybank for an engine change before continuing towards their destination.

I recall a cattle train with 2 D.H's stalled between Salisbury and Coopers Plains. The train was over the load for one 1720, over length for the crossovers at Coopers Plains and over length for the Refuse at Sunnybank. It was up to yours truly to come up with a plan to take the two 1720's on the rear of the train and replace the two D.H's on the lead of the train. On top of this was the regular passenger trains to be juggled through the station. The task was achieved without adding any extra delay to passenger trains, not the average day at the office. I also recall working a 1600 class DEL to Beaudesert on a cattle train one Sunday. We were lucky to make it back in a timely manner. After unloading the cattle, the bell started ringing in the cab to draw our attention to low oil.

The loco was shut down and a check of the engine room was made, oil was raining down all over the engine. A pipe union had let go allowing oil to be sprayed all over the engine room.

A walk to a local service station had the pipe repaired, a phone call to the local Shell depot saw a truck turn up with a couple of 44 gallon drums of oil and a hand pump. After a couple of hours we returned to Mayne without further trouble.

Safe working system on the branch was Staff and Ticket, two sections, Bethania to Jimboomba, Jimboomba to Beaudesert. Trains could work through both staff stations unattended in accordance with Rules 229 & 442. Should trains cross at Jimboomba, the Goods Shed siding was to be used, no crossing loop. In short, the way this worked was the guard of the first train to arrive became the officer in charge of the station until his train departs. If there is another train at the station when he departs, the guard of the second train became the officer in charge. Bethania would issue the crew with a "Working" advising safe working arrangements, times of the train in advance, authority to run on (Staff or Ticket or Line Clear if Staff was at the other end of the section), trains to be crossed and following trains and their expected time of departure.

**The Branch was a popular line for ARHS excursions.
Trinder Park, OHLE masts are placed ready to be installed.**



For a prototype modeller, this begs the question, what was on the Beaudesert goods. Let's have a look at what's on the line and see what we come up with as a possible train.

Stations on the Branch are as follows.

Miles from Sth Brisbane	Station	Remarks
20 Miles 44 Chains.	Bethania	Branch Station. Supervising station when Beaudesert not on duty.
22 Miles 5 ch.	Waterford	Shelter, Siding loading bank, No siding, light item only.
25 Miles 57 ch.	Buccan	Shelter, No siding, light item only.
27 Miles 35 ch.	Logan Village	Siding, Pig yard, end loading bank, Shelter and Cream shed.
34 Miles 28 ch.	Jimboomba	Unattended Staff Station. Siding, Pig yard, side loading bank, Shelter, Goods, Cream sheds.
37 Miles 66 ch.	Cedargrove	Siding, Cattle, Pig & Sheep yards, end loading bank, Shelter, Goods, Cream sheds. Timber stage.
40 Miles 51 ch.	Woodhill	Shelter & Cream shed, No siding, light item only.
41 Miles 73 ch.	Veresdale	Siding, side loading bank, Shelter, Goods, Cream sheds.
43 Miles 70 ch.	Gleneagle	Siding, side loading bank, Shelter, Goods, Cream sheds.
46 Miles 71 ch.	Lahey's Pty	Siding. (1963 points spiked over)
47 Miles 16 ch	47 Miles Siding	Butter Factory (Clause 344)
47 Miles 38 ch.	Beaudesert	Staff Station, 40' Turntable, Cattle, Pig & Sheep yards, side & end loading bank, 7 ton cart weighbridge, 2 ton crane.

Clause 344 General Appendix.

Logan and Albert Co-operative Dairy Company Siding, 47 Miles 16 chains.

A dead-end siding with the points facing Beaudesert. A train must not be sent to the siding unless it can be back and clear of the main line at least twenty (20) minutes before a main line train is due.

Looking at local industry in the area and facilities at stations on the line, we can work out what goods/freight is being carried by trains on the line. In the mid 1960's, not a lot was happening between Bethania and Beaudesert. At Beaudesert the Lahey's siding is closed to traffic, the Butter Factory is operational along with the meatworks at Bromelton. With an operational butter factory in the town, there would be a good chance the surrounding industry would be dairy farms. In this era, public servants (Police, teachers, railway employees Etc.) on transfer had their furniture and effects convey by rail. The section of track requires looking after, sleepers to replace, inspections, bridge repairs etc. Staff were positioned at various locations on the branch in departmental housing, many not on town water supply.

Talking of water, I recall there was a period when cattle trains were few and far between (summer), an engine, FGW of water and a van would run to supply water to these places.



Guard tuition train carrying out watering duties. Photo- Late Ron White.



**Camp wagons at Beaudesert
Beaudesert and Bethania regularly had visiting workers camped in the yard.**

**This is quite a long article and will continue in the
February 2025 Train Talk.**





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Arthur Hayes

Continued from January Train Talk.



Fettling gang waiting for Driver's tuition train to pass.

As they say, what goes "UP" comes "DOWN", trains to Beaudesert are "UP" trains, trains returning to Brisbane are "DOWN" trains. What goes out on one train, returns on the next a few days later. Stock trains unload and return mainly with the same train empty, it's just getting the van on the other end being the issue in a smallish yard.

Research and looking at photos can also assist the modeller to run prototype trains in their selected locations.

Once again looking in Railways of Queensland an album of Volume Two, lo and behold there is a photo of train 134 at Kingston taking water by Stan Moore, the photo was taken on the 28 January 1963. Some factors to consider are, school holidays over the Christmas period, public holidays (26th Australia Day) and not the cattle season. The train consisted of PB 15 # 443, 2 - ABG, 2 - CMB, F wagon, FJS, ALG Box wagon and a van, in short empty butter wagons and general goods.

This next photo shows a D.H. on Train 594 at Coopers Plains. Date unknown, looks like mid 1970's. On the train is a FJS covered with a tarp (slat, maybe), 4 - K and a KKB of cattle, 2 - open type wagons, 2 box type wagons, one looks like an ABG for butter and a van. At times, the salt going to Beaudesert could be around equal to 10 F's in HJS and FJS wagons.



Sunshine Express showed the following for train 594 in March 1976, DEL 1707, 2 CMB, FJS, ALYT, Van 1159. Once again, empty butter wagons and a couple of wagons of general goods.

1981 Working Time Table showed trains running as required on the branch. Trains would be published on a Train Notice when required.

All of the above trains are great size trains to model on a layout. The branch regularly saw stock trains of all sizes, at times more than one a day.



**MORE TO
C O M E
N E X T
MONTH**



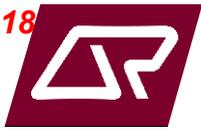


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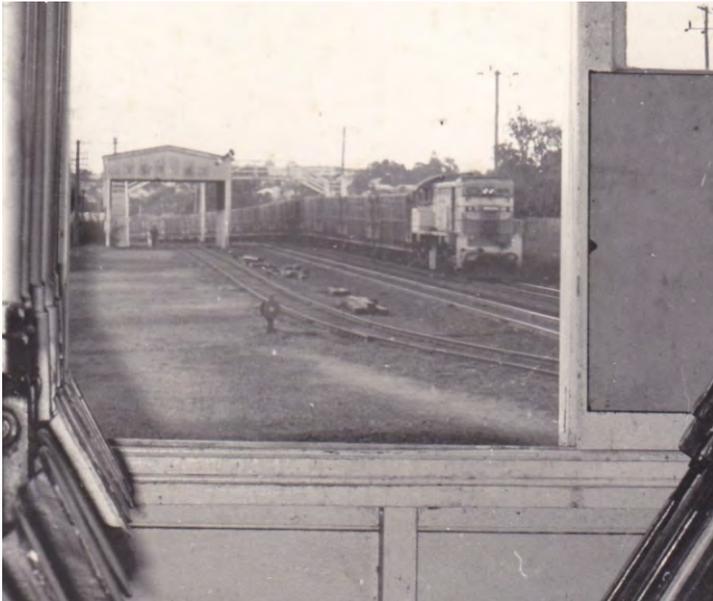
Beaudesert Goods.

Arthur Hayes

A DH works a small cattle train through Coopers Plains. The QLX's in the siding is tobacco leaf for W.D. & H.O. Wills from Mareeba. Each year there were four sales in Mareeba, over 100 wagons would be consigned to Coopers Plains following the sales. This traffic also went to Corinda and Bundamba.



DH returning on a Cattle train at Sunnybank



Continued on page 19

1720 class DEL works a cattle train up grade through Coopers Plains. After KKB vans were withdrawn, TDV vans were marshalled behind the hauling loco on TDO trains.



1705 running wrong road Sunnybank to Coopers Plains.

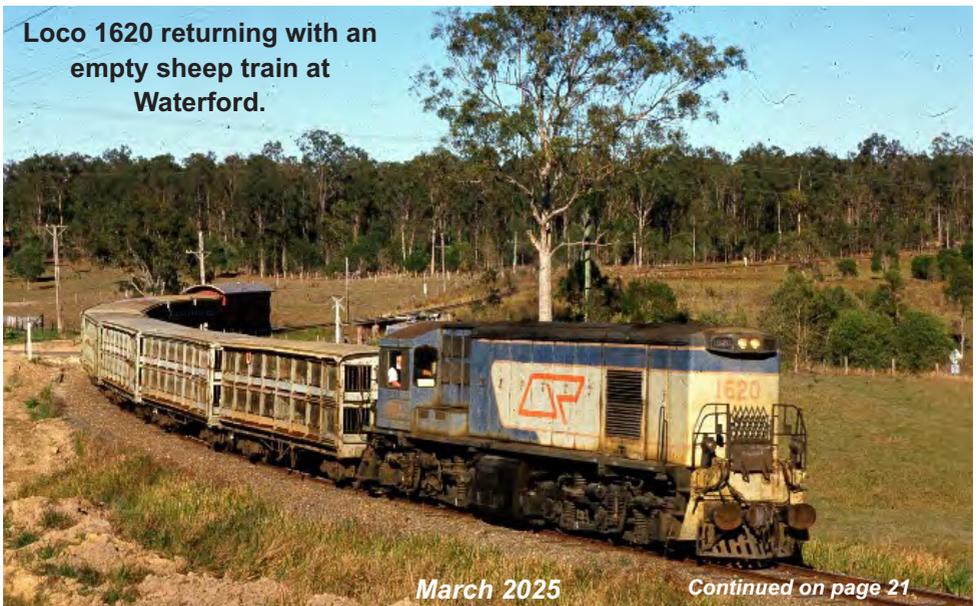




Shortage of K wagons, 1720 class hauls a load of Beadesert cattle in IC wagons at Sunnybank



Two 1720's haul a cattle/sheep train at Woodhill. Photo Late Ray White



Loco 1620 returning with an empty sheep train at Waterford.

Guards Tuition train at Logan Village Photo - Late Ray White.
Note, behind the Rail Car in the siding is a couple of FJS wagons, mostly likely sleepers for the local gang.



1741 works a cattle train,
stopped at Jimboomba for staff
working (Rule 442).



**CONCLUDES
NEXT MONTH**





TRAIN TALK

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Beaudesert Goods. ¹⁹

Arthur Hayes
Final installment

The next photo shows Loco 1707 on a sheep train at Veresdale, note the canvas cover on the No 1 end grill to stop star grass entering the air intake and causing a fire hazard.



Each day a Train Notice was issued advising employees of the conveyance of livestock for the next few days. This is half of the list on TN 816 issued on the 30th April 1993.

ON SUNDAY 2 MAY 1993

AMH	23K	Zamia	Dinmore	C094/8F73
Tey's	28K	Comet	Holmview	C094/8F74
AMH	3K	Pine Hill	Beaudesert	C096/8U96
AMH	5K	Blackwater	do.	do.
AMH	4 KWA	Emerald	do.	do.
AMH	12KWA	Waitara	do.	do.
AMH	13K	Alpha	Dinmore	C096/8F75
Morex	5K	Wellington	Maryborough West	C096
Dalgety	2KWA	do.	do.	do.
Dalgety	3K	Waitara	do.	do.
Tey's	17 1/2K	Bohle	Holmview	C088/8F78
Meramist	2K	Cramsie	Landsborough	C088
Meramist	1 KWA	Mt Isa	do.	do.
Owens	1/2K	Barcaldine	do.	do.
Kidman	35K 12KWA	Quilpie	Dinmore	6043
Arabury	5K	do.	do.	do.
<u>ON MONDAY, 3 MAY 1993</u>				
Dalgety	17 1/2K	Wellington	Banks Pocket	C084
AMH	27K	Ayr	Beaudesert	C084/8U84
Kidman	8KWA	Quilpie	Dinmore	6045
Tey's	1/2K 1KWA	Bungil	Holmview	6045/6745
Tey's	21K	Quilpie	do.	do.
<u>ON TUESDAY, 4 MAY 1993</u>				
AMH	15K 15KWA	Zamia	Beaudesert	C084/8U86
AMH	22K	Julia Creek	Dinmore	C084/8F79

Have a look at Train 6043 from Quilpie to Dinmore on Sunday the 2nd of May, that's equal to 55 K wagons. Maximum length of a train without an authority at the time was a train equal to 45 K wagons. This is just about a full load for 2 x 1700 class DEL's from Quilpie to Roma, over half of the train would have to be steel K wagons. Some Trivia, the biggest train I'm aware of to leave Quilpie was 3 x 1700/1720 hauling equal to 64 K wagons (Aug 92). Other stations receiving livestock on the Train Notice were Churchill and Cannon Hill. Stock consignments to the Cannon Hill area was mostly on a separate Train Notice

ON SUNDAY, 2 MAY 1993
Livestock for Beaudesert ex C096

A Special Train 8U96 worked with two 60T Locos in Multi WILL RUN
 returning from Beaudesert as No. R096 :-

	arr.	dep.	LU96/8U96/R096	arr.	dep.
Diesel Shed		0710	Beaudesert (M)	0918	1200 Rule 442
Mayne Yard	0720	0750 ViaNby	Bethania	1318	1320 Rule 442
Roma Street		(0802)	Kingston		(1328)
Corinda		(0817)	Kuraby		(1338)
Yeerongpilly		(0823)	Yeerongpilly		(1354)
Kuraby		(0842)	Corinda		(1401)
Kingston		(0852)	Roma Street		(1416) Via Nby
Bethania	0900	0902 Rule442	Mayne Yard	1428	

This train will be worked to Mayne Yard by 'As Required' crew.
 Extra radio is required.

This Train Notice gives the running for Train 8U96, there is a typo for the arrival time at Beaudesert, should be 1018. The Station Master at Beaudesert was not on duty for all trains, he would be called out for over length trains.

8F03 Wed Beaudesert 1ALY ety ex Newstead 7F16
 Salt for B'desert remain Mayne Yd for 8F06 Wed

This is part of the Orders issued to Mayne Yard on the 13th March 1984..

ON MONDAY, 13TH JANUARY. Notice 94.
Dalgety/Tararua 5N 1L ex Cramsie for Beaudesert arriving Mayne on R084.

A Special Train (8U92)R09S, returning from Beaudesert as No. R092:

	arr.	dep.	8U92/R092.	arr.	dep.
Diesel Shed		1.55A.M.	Beaudesert (m)	4.50	6.00A.M. Rule442
Mayne Junction		2.05	Bethania		7.16
Mayne Yard		2.30 ViaNby	Kingston	7.24 x	7.32 1712
Roma Street		(2.42)	Kuraby		(7.42)
Park Road		(2.50)	Yeerongpilly	8.00	8.16 ClrTfc.
Yeerongpilly		(2.56)	Corinda	8.23	8.36 ClrTfc.
Kuraby		(3.15)	Roma Street		(8.54) ViaNby
Kingston		(3.25) (Notes off.	Mayne Yard	9.06A.M.	
Bethania	3.33	3.54A.M. TrnWkgCon/			

This also highlights a change in train numbering for the branch. Train Notice 94 issued on the 10th of January 1986 shows 5 N and 1L from Cramsie (Longreach). This train would have been 6 NA wagons, one loaded with a single deck of sheep. Freight charges for the consignment would have been as 5 N and 1L.

Train 594 is currently running on the layout. The hauling loco is a Far North Hobbies (Chivers) etch brass and white metal kit produced about 25 years ago. A North Yard (NZ) mechanism is fitted to the locomotive.

Both the kit and the mechanism required alterations to have the couplers near correct height. The loco was painted with SMS (Scale Modeller Supplies) ready to spray acrylic lacquer paints, this was the first time I painted a brass/white metal kit and used SMS paints. The paint dries quickly and has a gloss finish. I made a few errors and the end result could have been better, at this point it's OK on the layout providing you don't look too hard. On the scales the loco comes in at 227 grams. At this point, I have not added any extra weight. On the layout the loco runs well and makes a great little shunter. Just like the prototype, you need to think about what you are doing and the load you are going to pull.



The leading four (4) wagons are salt for the meat works, this would come down from Bajool in FJS and HJS wagons covered with tarps on portable supports. My four wagons are scratch built from styrene, an open box with some underframe detail. The HJS wagons run on Caintode Flats bogies. The FJS wagons run on "Model Etch" brass "W" irons with white metal axles boxes fitted with "Steam Era" wheels.



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The KSA/KS wagons are Wuiske RTR models that have been weathered, plumbers lead sheet has been added under the floor so the wagons have a similar mass to other wagons on the layout. The standard that works well on the layout for my type of operations is around 25 grams per “F”, or every 15 feet of the wagon length. An “H” wagon is equal to “2 F”, the mass is 50 grams. Some have been repainted and modified to reflect the era in which they were built. In the 1960’s/70’s/80’s the wagons were cleaned at Mayne and sprayed with white wash before being returned to the west, which was a tick free area. East of the Great Divide was considered a tick area. The 3D cattle poo was made using Vallejo Model Colour Khaki 70.988 paint mixed in with Vallejo plastic putty. The mix was randomly applied to the lower half of the wagon with a tooth pick.



The two wagons of sleepers are Chivers fine scale kits, the sleepers are bass wood cut to size.



The H wagon is a PGC kit running on Caintode Flats bogies. The farm machinery is a mix of Wiking and scratch built. The two ploughs on the L/H end were built from photos found on the internet using styrene and Kadee coupler springs.



CMB Butter wagons are scratch built using Evergreen scribed sheet, the roof is covered with tea bags, Caintode Flats bogies.



C class box wagon (Road Wagon) and the ABG Butter wagons are Caintode Flats Kits. Note, the train is marshalled in accordance to the instructions in the Working Time Table. Butter wagon to be marshalled next to road wagons).

CV 286 is scratch built on Caintode Flats bogies. More information on this Guard's Van can be found in a previous post. (October 2020).

The train can be found on YouTube





No two trains would be the same, during the stock season the train could be deferred to run to a later time table to connect with trains coming from the north or west conveying Beaudesert cattle. Gangs with camp wagons and their gear could be moving onto the line to work or be relocating closer to their job site. Materials to maintain the line (sleepers etc.) in open wagons from time to time. The Working Time Table indicates there is a "Road Wagon", this is a box wagon carrying small consignments for stations on the line received in other wagons coming into Roma Street. This wagon would also carry goods/freight for Beaudesert, items for stations on the branch would be loaded in front of the door for easy access by the Guard. The butter factory needs butter boxes to send their butter out to the Butter Board at Hamilton. This would be a box wagon from time to time. Above I indicated about Public Servants on transfer, this was generally an eight (8) wheeled box wagon. Salt to treat the hides at the meat works sometimes went forward on the stock trains subject to load and hauling loco, otherwise it went forward on the local goods.

This is an overview of my observations, I didn't see or record every train, I'm sure there would of been much more I missed or I have forgotten.

If you model another branch line or a given location, the same exercise can be completed to work out what loading/wagons you need to have on your trains.

Trust you find the information helpful and assist you with your modelling.

