



Wyandra

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Arthur Hayes

Wyandra is the other station on the QR narrow gauge network on the SWR. A few years back when you could travel by train from Charleville to Cunnamulla on the Westlander, the first stop for safeworking (Staff & Ticket System before 1980's) was Westgate, the junction station to Quilpie Line. Travelling 77 kilometres south towards Cunnamulla is Wyandra. The crossing loop is a shorty at 39 units. Wyandra on the SWR is nothing like the real one between Charleville and Cunnamulla.

SWR Wyandra is a basic crossing station with a couple of sidings for operations. Station platform is located on the Main Line and a Loop Line is available for crossing trains. Off the loop is a run through siding with a side loading bank at one end. The other end can be used for grain traffic or general freight. Running off the Main Line is a siding serving a standard Goods Shed with a crane and a sawmill. On the station end of the siding is a short dead end that can be used for visiting camp wagons.

The loop points were laid on the curve for two reasons, one was to have a yard that was all straight track. The other reason was to give a longer yard with curves.

Wyandra is an area on the layout that was not completed to the standard I was

looking for, it looked completed. I used what I had or had been given many years ago. Plus, I wanted to use it before I finished it off completely. As built the station platform was a shorty, it could accommodate two carriages. That was OK for rail motors, but with the increase in passenger numbers, more engine and car working and a longer platform was required.

Wyandra looking west showing the various sidings.

Each year after holidays with the rollingstock still packed away I spend time refreshing, cleaning, dusting, cleaning track, and vacuuming the layout. It's a plan to have the next 12 months with trouble free operations. I also use the time to make any alterations or repairs needed.

This year I decided to extend the platform. During operations the short dead end could be a little on the short side, often wagons were foul of the crossover. Yes, it added more to the operations session, but I do not want to make it to hard for new comers. You can

always add wagons if you wish to make it tougher at a later date.



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Station before extending the platform.

Two or three stops were required for passenger trains worked by Engine and Cars. Less than ideal, poor customer service. Plus, it shoots holes in the Time Table.

Many stations with low level platforms also have a short length of high platform. This feature doubles as a side and end ramp for unloading vehicles. Another use is loading/unloading small consignments of livestock, horses etc. The local grazier drops the door on the wagon and leads his animals to his truck. This is quicker than shunting the wagon off the train, plus there is less down time for the wagon being out of traffic.



The extended platform now brings the Guard's Van on stopping trains to the clearance point for the Loop Line.

The vehicles parked at the station are new from Road Ragers Cooee Classics Models; R.029 1958 FC Taxi Yellow Cab, R.030 1961 EK Special Sedan Twilight Turquoise, R.034 EH Premier Sedan Kalgoorlie Gold / White two-tone.



Platform lights were added to bring the scene to life. These were scratch built using K & S 1mm brass tube, Grandt Line shades and the lights are from DCC concepts (protowhite Nano LED-NLPW).



A light pole was also added near the rail ambulance shed to make life much safer for the ambo's at night.

The Goods Shed is scratch built from styrene with foil CGI added. The crane is a Peter Boorman's Workshop NSW brass etch.



The sawmill is scratch built largely based on Grandchester, the steam boiler is Uneek # 472 and twin steam machine is also Uneek # 475. The derrick is a VR 6 t yard crane that came from The Buffer Stop.



On the Loop Line side of the yard there is a single man quarters for visiting Track Inspectors and a Trolley Shed for the local felling gang.

Construction of the Grain Augers can be found in the N M R A Main Line Magazine Vol 33. No 5. November – December 2 0 1 6 issue .
<http://nmra.org.au/mainline/index2015.html>



Loading VJMG grain wagons with scratch built grain augers.



The standard gauge sidings for loading NSW grain wagons is part of the Wanko Yard.

The next part of the project is to add a new station building. I'm looking for something like Landsborough or Yandina without the cabin attached with an outside entrance into the waiting room. Will look through a few photos to see what I can find out in the SWD. Maybe Chinchilla, Miles, Mitchell, Morven may fit the bill, Oakey is something different and is still there for some photos ?????

The station is used in two operations plans using a switch list type of arrangement with a fast clock. The station can be attended with a Station Master on duty or as many were on the QR as an unattended station in accordance with QR Rules 229 & 442. In short, the Guard of the first train to arrive become the Office in Charge until his train leaves. May be more on that at a later post.

Full photos can be viewed on my Blog Westgate SWR
<http://westgateswr.blogspot.com/>

