

# THE WORKSHOPS RAIL MUSEUM

## INFORMATION SHEET

### BB18<sup>1</sup>/<sub>4</sub> CLASS – NO.1079 AND NO.1089



*Image courtesy of QR Historical Collection/The Workshops Rail Museum.*

A meeting of senior Queensland Railways staff in 1922 decided that a new locomotive type was needed. The decision was aided in the knowledge that the State's rail system would soon be linked from Brisbane to Cairns and new motive power would be needed. The North Coast Line was finally completed with the opening of the bridge over the North Johnstone River at Daradgee in December 1924. This line now joined together the main sections of railway that had developed as isolated railways since the first railway in Queensland was opened in 1865. Robert James Chalmers, Chief Draftsman at Ipswich Railway Workshops, set about the task of designing the new locomotives.

The new locomotives were designated as B18<sup>1</sup>/<sub>4</sub> Class having 18<sup>1</sup>/<sub>4</sub> inch diameter cylinders and six-coupled wheels. The first entered service in June 1926. They introduced a new wheel arrangement to Queensland. The 4-6-2 was known around the world as a "Pacific".

A modernised version of the B18<sup>1</sup>/<sub>4</sub> Class was introduced to Queensland Railways in 1951. The dimensions were similar to the B18<sup>1</sup>/<sub>4</sub> but with added refinements such as roller bearings and a larger tender giving an increased coal and water capacity. These new locomotives were classed BB18<sup>1</sup>/<sub>4</sub>, to distinguish them from their predecessor. Thirty-five were supplied by the Vulcan Foundry in the United Kingdom and a further twenty by Walkers Ltd, Maryborough.

No.1079 was one of the Walkers built locomotives. It entered service with Queensland Railways in November 1956. Queensland Railways retained No.1079 for special excursion traffic following the end of regular steam locomotive operations in 1969.

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No.1089 was the last mainline steam locomotive to be built in Australia. It left Walkers Ltd works in Maryborough in 1958 and entered service in March of that year. Diesel electric locomotives were by that time starting to take over many duties on the tracks of Queensland Railways. No.1089 lasted just over 11 years in traffic as it was withdrawn from service in June 1969. It was placed on display in the Redbank Steam Locomotive Museum in 1970 along with a number of other representatives of various steam locomotive types. The museum closed in 1992 and the locomotives were removed to undercover storage at Redbank Workshops before being transferred to Ipswich Workshops.

Work on restoring No.1089 to working order began at Ipswich Workshops in November 1999. Following the restoration No.1089 was lit up for a test run to Grandchester and return on the 19 December 2001. The locomotive re-entered service with QR's Heritage Fleet in 2002.

Both No.1079 and No.1089 will be used to haul the Q150 steam train when not operating on the mainline. They can also be seen in the North Ipswich Railway Workshops on a Behind the Scenes Tour available during your visit to The Workshops Rail Museum.

## SPECIFICATIONS

**Builder** Walkers Ltd, Maryborough, Qld

**Wheel Arrangement** 4-6-2

	<i>Builder's Number</i>	<i>Year Built</i>	<i>Date in Service</i>
<b>No.1079</b>	547	1956	11/1956
<b>No.1089</b>	557	1958	3/1958

**Cylinders** 464 mm X 610 mm (18<sup>1</sup>/<sub>4</sub>" X 24")

**Driving Wheel (Dia.)** 1295 mm (51 inches)

**Weight** 102.8 tonnes (101 tons 4 cwt)

**Coal Capacity** 10.5 tonnes (10.3 tons)

**Water Capacity** 15,910 litres (3,500 gallons)

## REFERENCES

1. Armstrong, John, 1994. *Locomotives in the Tropics – Volume 2 (Queensland Railways 1910 - 1958 and beyond)* Australian Railway Historical Society – Queensland Div., Brisbane
2. *Preservation News, Sunshine Express* Issue No.430 – January 2002, pp.267-268 Australian Railway Historical Society – Queensland Div., Brisbane

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