

# THE WORKSHOPS RAIL MUSEUM

## INFORMATION SHEET

# BEYER GARRATT NO.1009



Image Courtesy of QR.

During World War II, Queensland Railways were required to use a Garratt-type locomotive for the first time. These locomotives were supplied through the Commonwealth Land Transport Board which was established to oversee land transport issues during the War.

These locomotives, known as the Australian Standard Garratt (ASG), were designed and built in Australia. However, they were not successful on Queensland Railways and all were withdrawn from service soon after the War ended with some never having turned a wheel in operation.

Following the War there was a shortage of material and supplies as Queensland Railways were inundated with maintenance and renewal work for many miles of track, rolling stock and locomotives. Although the ASG type had not been a success, Queensland Railways considered that the Garratt-type offered some advantages in increased haulage capacity without a corresponding upgrade of trackwork. An initial order for 10 Garratt locomotives was placed with Beyer, Peacock & Co, Manchester on the 3 October 1947. In 1949, two further orders were placed for Garratt locomotives making a total of 30 altogether.

The new Garratt locomotives were trialled on the Main Line between Brisbane and Toowoomba, but restricted clearances through tunnels caused some concern. As a result, the Beyer Garratt locomotives were relocated to Rockhampton and also North Bundaberg for use on the North Coast Line and Central Line.

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The locomotives were painted a maroon colour with yellow lining and 'QR' stencilled on the front and rear tanks. In later years their appearance deteriorated considerably as they were rarely cleaned.

The Garratt locomotives had a good turn of speed and were fired with Blair Athol steaming coal while working in Central Queensland. They were often found on heavy goods trains and some passenger trains which included the air-conditioned 'Midlander' on the Central Line. The locomotives were also used on the coal trains in the Callide Valley on the line through Mount Morgan.

Diesel locomotives soon replaced the Garratts, firstly on passenger trains and then goods trains. The final Garratt locomotives were removed from service at the end of the steam era in 1969.

No.1009 is the only survivor of the Queensland Railways Garratts and was initially placed on display in the Redbank Locomotive Museum. It was restored to working order at Ipswich Railway Workshops in the mid-1990s and used for excursions for a few years. No.1009 can be seen today in the Steam Shop at Ipswich when taking a 'Behind the Scenes' Tour of the Working Workshops.

## Specifications:

<b>Builder</b>	Beyer, Peacock & Co Ltd, Manchester, England
<b>Serial number</b>	7349
<b>Year built</b>	1950
<b>Wheel Arrangement</b>	4-8-2 + 2-8-4
<b>Cylinders</b>	(4) 13 <sup>3</sup> / <sub>4</sub> " X 26"
<b>Boiler Pressure</b>	200 psi
<b>Driving Wheel (Dia)</b>	51"
<b>Total Weight</b>	137 tons
<b>Coal</b>	6 tons
<b>Water</b>	3,800 gallons

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