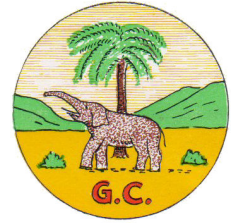


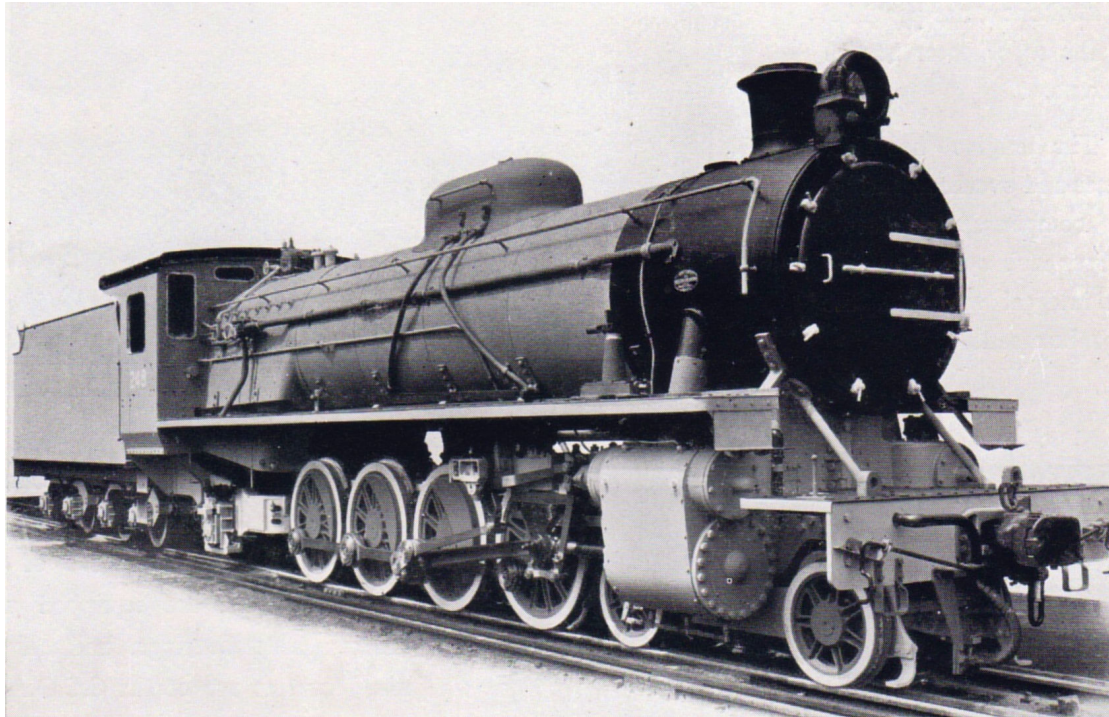
# GOLD COAST RAILWAY



3 ft. 6 in. Gauge

1951

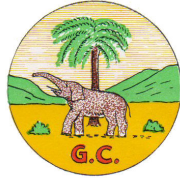
4-8-2 (248 Class)



Cylinders.....	(2) 18 in. Diam. x 24 in. Stroke	Maximum Axleload.....	12.5 tons
Diameter Coupled Wheels.....	4 ft. 0 in.	Weight :	
Working Pressure.....	200 lb.	Engine in Working Order.....	68.5 "
Tractive Effort at 85% Pressure.....	27,540lb.	Tender " "	43.9 "
		Total " "	112.4 "

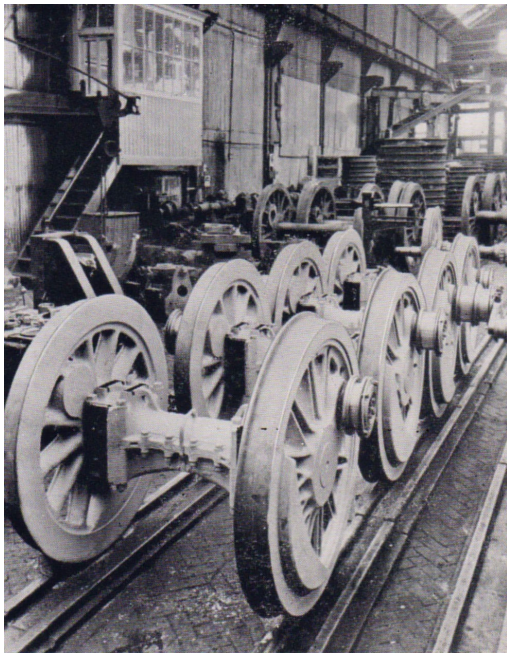
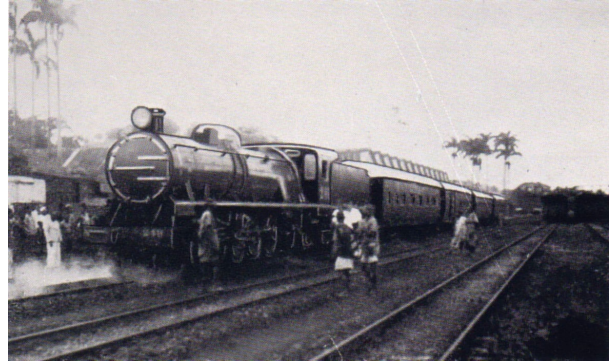
In 1951 30 4-8-2 -freight locomotives were built and supplied to the 3 ft. 6 in. gauge Gold Coast Railway. These were similar in many ways to an earlier series also built at Vulcan Foundry in 1939.

The boiler has a wide round-topped firebox with copper inner shell and the working pressure is 200 lb., a 4 in. Lockyer regulator being located in the dome.



An all-welded hopper ashpan, Hulson type grate, and self-cleaner plates in the smokebox, are provided and the superheater has 18 elements.

The engine has bar frames and overhead springing, compensated in two groups, each cylinder being cast integral with half the smokebox saddle.



*Coupled Wheels showing Cannon Boxes,  
4-8-2 Locomotives, Gold Coast Railway*

A particularly interesting detail is that all the axleboxes of both engine and tender, including those of the coupled wheels, are equipped with Timken roller-bearings, and all the wheel centres are of the S.C.O.A.-P. type.

All coupling and connecting rods also revolve on roller-bearings.

The all-welded tenders are larger than those of the earlier series and carry 7,1 tons of coal and 4,000 gallons of water.

These locomotives have many features in common with 10 also built at Newton-le-Willows earlier in the same year for freight work on the Tasmanian Government Railways.