



*Joadja Railway locomotive No. 1, built by Andrew Barclay B/N 180-1878. This photo was taken in later years at Allen Taylor's Sawmill Tramway on the North Coast of N.S.W. Rev. C.B. Thomas colln.*

an engine. It is of course possible that this particular engine may have been confused with the one running on the company's line at this year, the difference of a foot or so in gauge width would be lost on a newspaper reporter and also to the average person unacquainted with the niceties of measurement.

According to the London maker's number enthusiast the first locomotive acquired by the Australian Kerosene, Oil, and Mineral Company for their Joadja Railway was an 0-6-0 saddle-tank engine built by Messrs Andrew Barclay of Kilmarnock Works, Glasgow, their work's number 180 of 1878. Apart from the knowledge that the engine was provided with two outside cylinders, each with a diameter of 8 inches, there appears to be no further record of dimensional details. Perhaps, on the score of frugal cheese-paring economy the engine gained neither road number nor distinctive name, consequently for our purposes it will have to be listed as "First Engine", to distinguish it from the other four numberless and nameless engines which were acquired later.

The "FIRST ENGINE" was a long low-boilered and blatantly ugly engine, lacking claim to any aesthetic quality, and its general dour appearance

suggests that it was frugally designed, purposely to avoid the sight of polished brass and glinting copper, frilly factors which would cost a lot of baw-bee's. The wrought-iron chimney was cylindrical in shape, after the manner of a short length of pipe, the outlet at the top being strengthened by a narrow beaded ring and the base was flared to fit the curvature of the smoke-box. The saddle-tank, a design peculiar to the makers, extended over the boiler and firebox between the back plate of the smoke-box and the front plate of the cab. Above the fire-box and protruding through the flat-top of the saddle-tank was a steam dome of narrow diameter, surmounted by a lock-up type of safety-valve. A flanged connection placed at the top right-hand side of the dome supported a steam control valve admitting steam to the cylinders, per medium of an external steam pipe, which led downwards and then forwards below the top level of the saddle-tank to gain and enter the side of the smoke-box, within whose grimy portals a tee-piece gave separate pipe connections to the steam-chests of the cylinders. The sheet-metal cab had a full width front-plate, pierced with two circular shaped windows, and narrow cut-a-way side-plates. The cab-roof extended to the rear plate of the