

THE FOURTH NARROW-GAUGE LOCOMOTIVE AT JOADJA

For reasons that are now not apparent the company imported a small 0-4-0 saddle-tank locomotive from Messrs Andrew Barclay and Company, their work's number 237 of 1881. The outside cylinders had a diameter of 10 inches and the coupled wheels measured 30 inches. It is unfortunate that other dimensional details are not available. The chimney was of the tapered stove-pipe pattern with the larger diameter at the top, whilst the flat-topped ogee sided saddle-tank extended from the front plate of the smokebox to the location of the frontplate of the firebox. A column type of safety-valve was mounted above the firebox, its steam exhaust pipe being carried up to the level of the cab roof. The open-sided cab, of scant proportions, had a cut-away sided frontplate pierced with two circular windows. Rigidity was given to the cab structure by a pair of stay rods springing diagonally upwards from cleats attached to the rear of the flat top of the saddle-tank. Low fender plates were fitted to the cab, that on the fireman's side, so it is presumed, being adapted to serve as a coal bunker of small capacity. The driving control equipment was placed at the right hand side of the cab. An old-fashioned pump was worked on the left-hand side from the single bar crosshead. Mention has been made that this fourth engine was initially in use on the valley floor system at Joadja and that, at a later period, it came into use as a spare engine, being shedded at the Upper Sidings in the vicinity of the winding engine of the Main Haulage way.

DESCRIPTION OF A JOURNEY MADE OVER THE JOADJA RAILWAY IN 1882

A most interesting description of a visit to the Joadja shale mines made in June 1882, appears in the columns of the "Goulburn Herald", which gives details of the railway journey and its tribulations, together with an account of the various activities of the company. A synopsis of the article is as follows:-

"On ordinary occasions the first train leaves Mittagong for Joadja at 6 am, and makes four journeys each way during the day. Being anxious to start as early as possible I rose before 5 o'clock, and with two friends,

after over a mile walk, reached the depot at Mittagong a little before six, when to our disappointment we were informed that the train would not leave before nine o'clock, and that it would make only one journey during the day. This was on account of the day being a holiday for the miners. After waiting for nearly four hours in the cold wintry air, the engine, with about a dozen empty trucks and one carriage full of passengers, began to move outwards towards the mines. The distance from Mittagong to the top of mountain is sixteen miles. This is as far as the engine can go and the time occupied in travelling ranges from one and a half to two hours. The tramway has been completed for about two years and was built at great expense. Previous to its construction, the shale had to be taken to Mittagong by horse teams which was found to be exceedingly expensive. With the exception of a few steep hills, the line is pretty level and no very expensive bridges had to be built. There is no remarkable scenery to be met with on the journey out and the unchangeableness of the thick scrub and bush makes the ride a rather monotonous one. The passenger accommodation could not be considered at all comfortable, especially during the winter, or even when the weather is at all hot. The carriages have no windows whatever. The fare each way is half-a-crown, rather cheaper than the railway charges for the same distance.

The top of the mountain was reached about 11 o'clock and there is to be seen the first of company's works. Large tanks for the storage of water, the engine shed, the coal depot, several workmen's residences, and most important of all, the great mass of machinery which is used for the purpose of hauling the trucks of shale, oil, coal, etc., up the mountain from the various works by means of a wire rope about a quarter of a mile long. The incline is remarkably steep, having a gradient of about one in two feet, and from the top of it may be seen to great advantage the little village of Joadja hemmed in on all sides by a huge mountain wall; the bottom, which may be properly termed a valley, is very level and the distance across either way is between half a mile and a mile. From the foot of the in-

Opposite:

An unidentified Andrew Barclay locomotive photographed somewhere between Mittagong and Joadja.

N.S.W.P.T.C.