



An early view in the Joadja oilworks. Note the stub points.

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THE DISPOSAL OF THE JOADJA LOCOMOTIVE STOCK.

It has proved most difficult to trace the further adventures of the five narrow-gauge locomotives formerly in use on the Joadja Railway and no reliable report as to the dates of sale, etc. appears to be available. The following list has been culled, in piecemeal fashion, from all manner of sources, consequently it may, or may not, be correct. The author keeps a very open mind on the subject and would welcome further information, or informed corrections, as to their later movements and finalities.

The first locomotive at Joadja (Andrew Barclay No. 180 of 1878) appears to have been sold to

Messrs Allen Taylor and Company, a Sydney firm of timber merchants, during 1906. No doubt the 0-6-0 saddle-tank engine was sent to a North Coast saw-mill logging line, however, reference has been made to its arrival at the latter company's Mayer's Flat Tramway near Bullahdelah about 1925, where it gained the road number 2 and the distinguishing nick-name of "FANNY". The little engine remained in service until 1927 when it was withdrawn and stored in a shed until such time as it was scrapped about 1957.

The second locomotive at Joadja (Andrew Barclay No. 211 of 1879) disappeared from the Mittagong depot without leaving trace of its destination or year of departure. There is a rumour that the engine was despatched to New Zealand

Opposite:

Line of retorts at Joadja.

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