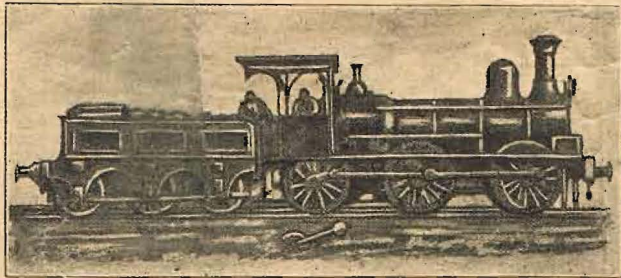
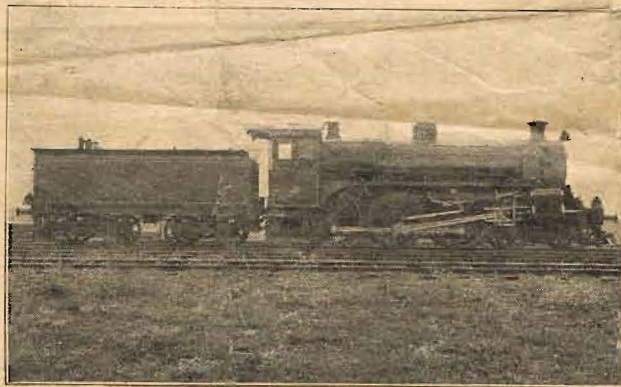


diameter. The last of these were scrapped in 1904. The second importations were ten from Byer, Peacock and Co. in 1860; name plate read: "Gorton Foundry, Manchester, 1859." The last engines supplied by this firm



First Locomotive, No. 11. Weight, 49 tons, Roadworthy.



Present Express Locomotive, A2991. Walschaert valve gear, superheated. Weight, 118 tons.

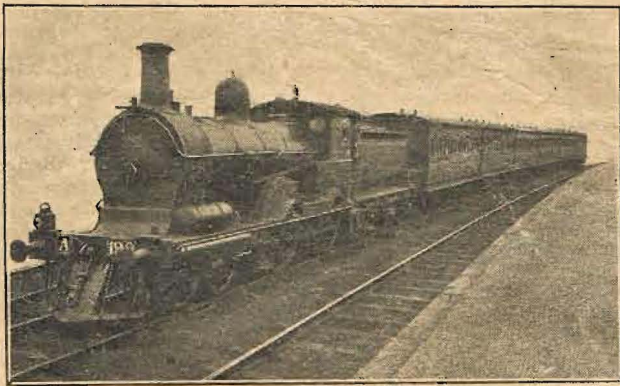
were 40 DD's in 1911. Up to this time odd numbers for goods, and even for passenger work obtained, since which time consecutive numbers only have been adopted. These engines were numbered 1 to 9 "P" class, and 2 to 10 "J"

class; the latter were originally singles, but were converted to two wheels coupled. They had a six-wheeled tender inside cylinders, and pull-out regulator, weight roadworthy 45 tons.

The regulator was regarded as dangerous in that it was liable to jerk open, especially if the gear was reversed while running. They had no dome, a small cab with front glasses only. The goods were six-wheeled, 6ft. diameter. The last of the passenger engines were scrapped about 1915. They were first used for the Bendigo line, and shortly afterwards 12 Hawthorn engines replaced them. With the exception of first importations, all these engines had wide diamond shaped funnels. The third importation numbers, 14, 16, 18, 20, 22, 24, 26, 28, 30, and 32, known as tank engines, four-wheels, coupled 5ft. diameter, and small single leading wheels, inside cylinder, 14in. x 22in. Four of them had no cab; 14 to 26 were built by George, England, and balance by Slaughter, Grunning and Co. They were used to open the Ballarat line on April 10th, 1862. They were in use for about 40 years before being scrapped. All these engines were assembled at Williamstown Workshops, which commenced operations in 1858 under the supervision of Mr. Stoughton, first workshops manager. Ten engines belonging to the Geelong company were taken over in 1860, six passenger and four goods, named "Sirócco," "Typhoon," "Hurricane," "Cyclone," "Titania" and "Oberon"; goods being "Goliath," "Samson," "Tubal-cain," and "Hercules." They were six-wheels, coupled, 5ft. diameter, inside cylinders. The two latter were re-named "Cornish" and "Bruce" respectively, after contractors, Bendigo line. It is interesting to note that the "Titania," afterwards No. 34, was reduced to low three-wheels coupled, is still employed as a private shunting engine at McKay's Harvester Works, Sunshine. The name plate reads: "R. Stevenson and Co., Engineers, Newcastle-upon-Tyne, 1855." It is questionable if there is an older locomotive under steam in existence in the British Empire. The "Oberon," No. 36, was used for many years to run the pay train, and was nicknamed "Paddy Doyle," after the first paymaster, Mr. P. Doyle, who was succeeded by Mr. H. Elderton. This was when the country lines terminated at Ballarat, Echuca and Wodonga. No. 100, built in 1873, was said to be the first engine built in the Williamstown Workshops; it was

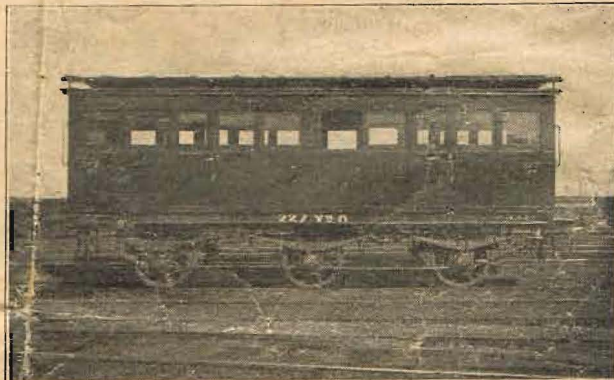
1324

four-wheeled, coupled 5 ft. diameter, small single leading wheels, inside cylinders, the motion being duplicates of the Byer and Peacock 1859 engine. Four-wheeled bogie trucks were introduced in 1884, with "Byer and Peacock" engines, numbered 190 to 208, even number only, which were imported for first Sydney express, which train consisted of three first, four compartments, and two second, five compartments; six-wheeled cars, lettered A to B, imported, and six-wheeled van. In passing, I would mention that the Phoenix Foundry, Ballarat, built 350 locomotives for the Government, at a cost of £1,290,000, the first being No. 83 (greenback) goods, September, 1873, and finally closed down latter end of 1906. Locomotives are now being standardised to three classes, viz., A², D.D. and D.D.E. suburban, and later consolidated goods engines. To ensure additional haulage power, some of the former have been converted to superheated locomotives, and the experience gained from their use in actual service fully confirmed the favourable results in regard to economy in fuel and water consumption which were secured under test conditions. Owing to the extreme difficulty in obtaining the necessary parts, however, it is not likely that material progress will be made for the present with the conversion of existing locomotives, which at June 30th last aggregated 812, with a total tractive power of 14,941,468 lbs. Equivalent tractive power is included in these figures to represent the expenditure charged to rolling stock replacement fund on locomotives under construction, but not completed at above date; also 71 locomotives have been written down to the tractive powers represented by their value as scrap materials. The total locomotive mileage run 1916-17 was 16,483,661.

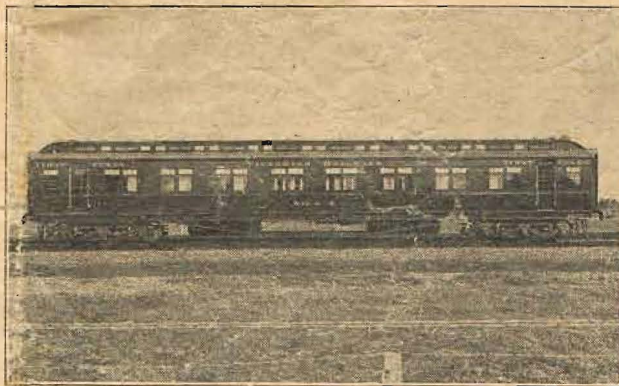


Sydney Express, 1884. Built

class vehicle being 9 tons. To-day, main line cars have 12 wheels; that is, two six-wheel bogies, and are 71 feet long; tare 35 tons. First-class cost £2600; second, £2400, and twelve-wheel bogie brake van, £1900; sleeping cars, £4250; suburban Tait cars, £1780 and £1640. Stock now consists of 1622 cars of various designs—633



First Class Saloon Car, 1859. Tare—9 tons 5 cwt. 1 qr.



First Class Car, 1918. Tare—35 tons 15 cwt.

brake vans, 257 sundry stock, and 19,270 goods wagons. The majority of the former is bogie stock. Axle boxes were formerly filled with grease as a lubricant, whereas oil is now used to the extent of over 300,000 pints per annum. With a system of rail joints not being placed for comfort in travelling.