

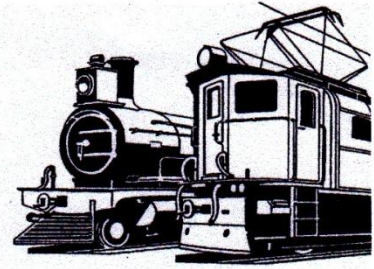
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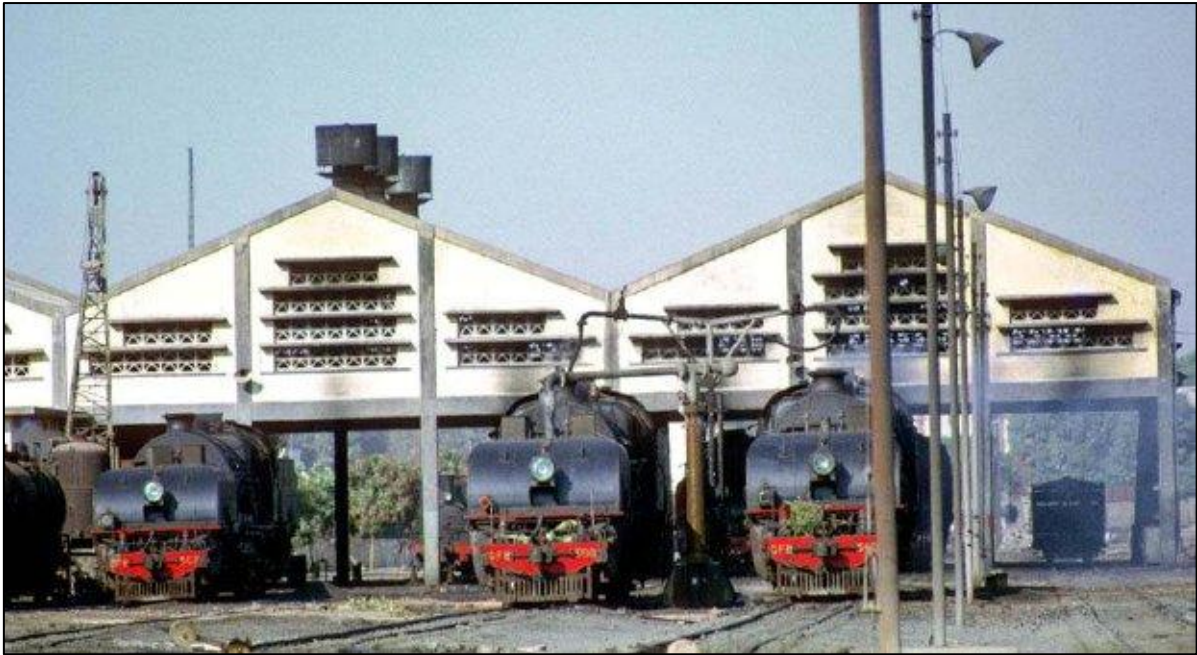


Bulletin No. 113 November 2012



Cold day at Schoombie, on the Stormberg – Rosmead line; double headed Class 15ARs 2092 and 1818, on 6 Up, Cape Mail, July 1976. 17 coaches.

Photo: C P Lewis



CFB 10thD Class 4-8-2+2-8-4 oil-burning Garratts 367, 366 and 369 (batch 361-370, Beyer Peacock 7667-7676/1956). At the time of my visit (August 1972) all ten of these locos were allocated to Cubal shed for working the Benguela – Cubal section (164 km) (along with three 10thC Class wood-burners which had been converted to oil-firing, and some 10thC Class wood-burners which only worked as far west as Coruteva). The reason for purchasing oil-fired locos was presumably a cost saving measure, the arid nature of the Benguela – Cubal stretch requiring the costly transportation of wood fuel from further east. Cubal steam shed, Angola. *Photo: Peter Bagshawe*

Editorial

This is the last Bulletin for 2012; the next Bulletin will go out in mid – January.

The Transnet tender, for 95 electric locomotives, has been awarded to a Chinese led consortium. For full details go to : <http://www.engineeringnews.co.za/article/transnet-awards-loco-tender-to-chinese-led-group-2012-10-22>

The winning bidder, in the PRASA coach tender, will be announced on December 12. For details, go to: <http://www.citypress.co.za/Business/News/Prasa-tender-date-looms-20121124>

Only one member has still not paid subs for 2012. Thanks to everyone else for paying when requested.

Best wishes, for Christmas and New Year, to all members and their families from Leith and Wally.

Follow Up on Bulletin No. 111

On page 10 we published a photo and a drawing of two vehicles made by Alldays and Onions. Dave Littley has commented as follows:

It prompted me to have another look at Bulletin 111, where I noticed the reference to an Alldays and Onions inspection trolley.

“I think I probably originated the information about this vehicle (it is referred to in a Cape Archives file - I can't remember how the information got into circulation though - I may have informed David Rhind about it). The photo unearthed by Chris West poses rather a lot of questions. Firstly - where did Leith get the drawing from, because the drawing looks more like what I would expect a railcar to look like than the photo does. The reason I say this is that on the vehicle in the photo there does not appear to be an engine. Or if it was underneath the bench seat, while probably useful on a cold morning out in the Karroo, on a hot day it could easily become a case of (to quote a line from a very old Kenneth Horne show) 'there are flames licking round my joystick'. In other words, I suspect that the photo is of a non-powered trailer and

therefore not strictly a railcar. However, having said that I cannot really imagine that an 8 hp railcar would be able to cope with pulling a 9 seat trailer loaded probably with materials as well as people.

All in all maybe rather a conundrum, although the bottom line is probably that, while correspondence on a powered vehicle may exist, there is less chance that correspondence will refer to non-powered vehicles (not least because the powered vehicle would involve more maintenance, breakdowns, etc.).”

Reply from Wally:

“I will put your email and comments, into Bulletin 113 as follow up. Briefly, there is no link between the two vehicles. The top vehicle must have had a motor as it has a crank handle. Leith’s drawing was based on an old CGR drawing found in the basement of the Mechanical Engineer’s Drawing Office, Salt River, before it closed.”

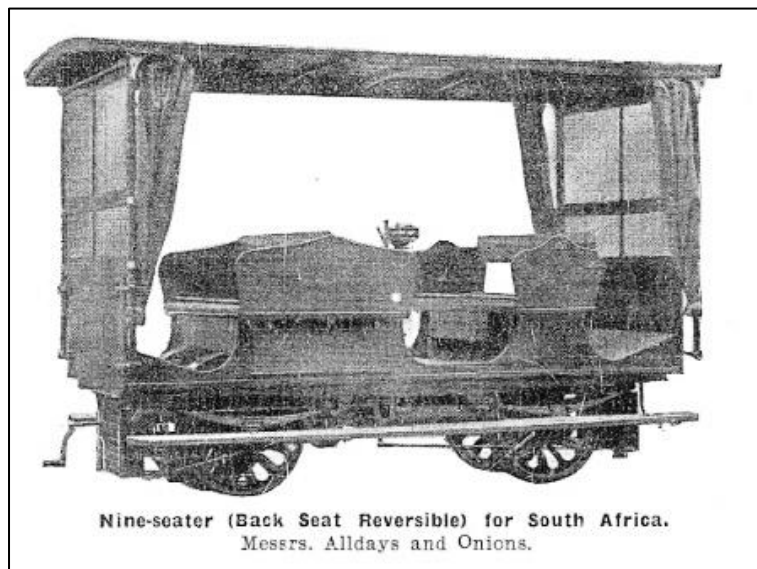
To which Dave replied:

“I’ve been giving this matter some further thought. There are two major points. If it’s a crank handle then where is the motor (and particularly the radiator, which protrudes well above seat level on Leiths drawing). The other is that the photograph appears to show wooden panelled ends to the vehicle - hardly helpful for the driver of a powered vehicle.

I even considered the possibility that they are actually the same vehicle; the photograph 'as delivered', the drawing after modification in the light of experience. However, the modification (including moving the engine) would probably be more than one could expect the CGR to be bothered to make (even if they had the expertise, which seems doubtful). I don't think that an underseat engine is at all a feasible proposition because petrol engines in those days were very temperamental beasts and the seat would regularly have to have come off for maintenance, and probably also for running repairs and adjustments (to magnetos, fuel/air intakes etc. - the petrol engine really was very different in those days from what we are used to now).”

Wally’s reply:

“They are definitely not the same vehicle. Leith's drawing was of a vehicle supplied to the CGR. You unearthed this vehicle in you research into Railcars. The other vehicle was supplied to "South Africa" i.e. post 1910. I don't have any more info on this vehicle; I am forwarding Chris West's email, to which the photo was attached. I agree with your thoughts on early petrol engines, but I can't add anything further.”



The full advert for the Alldays and Onions Railcar is shown above.

Dave’s final thoughts on the matter:

There are a couple of things here that need to be looked at carefully. The first is that in the SIA Bulletin the picture is from an advertisement for Alldays & Onions full stop - no mention of 'South Africa' - the connection with 'South Africa' has come from another source. Secondly, 'South Africa' was a generic term

used in the UK long before the Union came into being (as far as I can remember Percy Girouard's book is about 'the South African War' - it is a completely separate, though interesting, speculation as to when the term for this conflict consistently became 'Boer War').

To continue this thought, I would point out that SAR didn't indulge in any railcar development until the 1920s. Hendrie allowed existing projects (CSAR and possibly CGR-initiated) to be completed but there is no evidence that SAR followed this up or initiated anything at that stage. Of course it is debatable whether such things as motorised inspection cars would leave much of a 'paper trail' compared with 'proper' locomotives, but the sources I've seen suggest that the CGR had largely finished its experiments by 1910 and that the results didn't justify further expenditure of investigation (for reference, the only reference I have found to the Alldays & Onions inspection car is in file 2/1/133 in the CGR collection at the Cape Archives - a letter from the Chief Accountant to the General Manager dated 22 October 1908).

Have fun with this lot



One of the first motor jiggers introduced on the N.Z.R. The snap was taken at Mercer, about 1902, and shows (at back) Mr. C. Holm Biss, District Engineer, and front (left) Mr. H. Buxton, District Traffic Manager, and Mr. H. J. Jones, Stationmaster.

Alldays and Onions inspection trolley, supplied to New Zealand, with engine beneath the seat.

ORENSTEIN & KOPPEL locomotives in South Africa before 1939

By John Middleton

Orenstein & Koppel was founded on April 1, 1876 in Berlin, by Benno Orenstein and Arthur Koppel as a general manufacturing company. Locomotive building started in 1892 in Berlin at the Märkische Lokomotivfabrik. As demand outstripped capacity, in 1899 a new works opened at Nowawes, later Babelsberg near Potsdam. Around 1908, O&K acquired the firm of Gerlach and König in Nordhausen, building petrol and diesel locomotives there under the trade mark "Montania". These were in a separate works number series which often causes confusion since there are two completely different O&K works number series both starting at 1 and running to many thousands. O&K's marketing was often done through local agencies under the Arthur Koppel name and many locomotives also carried Arthur Koppel plates. Arthur Koppel also marketed locomotives from other companies and the name Koppel became synonymous with light narrow gauge railways.

Quite a number of O&K locomotives were exported to South Africa (and neighbouring Countries) but unfortunately, surviving records are not too specific about quite a few and it remains a mystery as to where these worked. Hopefully this list will spur interest and possibly provide additional information from members. The best source of information is the list published by Jens Merte (<http://www.merte.de/start.htm>). There are other lists, most notably the so called "Hutter" list but this is

known to contain many errors and so should be used with caution. The Merte lists show the following O&K locomotives as exported to South Africa, there may be others as the lists sometimes simply show "export" with no destination indicated. The lists below are as they appear in the Merte List with German text translated to English plus additional explanations.

Column 1	D = Dampf (steam), K = Kessel (Boiler), V = IC loco (Petrol / Diesel)
Column 2	Works number
Column 3	Year
Column 4	Power
Column 5	Bt = 0-4-0T; Ct = 0-6-0T; 2/3t = 0-4-2T; 1Bt = 2-4-0T; Dt = 0-8-0T; 3/4t = 0-6-2T B-bm = 4wPM, B-dm = 4wDM
Column 6	Gauge in mm 457 = 1'6"; 508 = 1'8"; 610 = 2'0"; 762 = 2'6"; 1067 = 3'6" (Note: 600 / 610 are used interchangeably in the lists although 600 in metric form was not in common use in South Africa although it was in South West Africa and Mozambique, some German owned mines did install 600 mm gauge lines)
Column 7	Ex Works Date
Column 8	Destination

Comments in italics are my additions

OK – Berlin (Steam Locomotives)

D	221	1897	20 HP	Bt	610	.09.1897	Transvaal, South Africa
D	381	c1899	30 HP	Bt	600	new	Transvaal, South Africa
D	440	c1899	30 HP	Bt	600	new	Gilbert, Hamer & Co. "ROODEPORT UNITED I"
<i>Correct name was Roodepoort United Main Reef Gold Mining Co Ltd. Few details are known except the company was German owned (by the same Group that owned Princess (see 4645/4751) which explains the 600 mm (rather than 610 mm) gauge. Although the loco build date is c1899 its use may have been delayed by the Boer War as contemporary reports state that a steam tramway was installed in 1903. Presumably it was No. 1</i>							
D	694	1900	30 HP	Bt	610	.07.1900	Transvaal, South Africa
D	695	1900	30 HP	Bt	610	.07.1900	Transvaal, South Africa
<i>Geldenhuis Deep Ltd near Germiston is known to have had at least 2 O&K 0-4-0T around this time and 694-695 are possibilities, by 1932 there were two steam locos working, but on a 1'6" gauge line one of which was a 30 HP O&K (see 1947 also).</i>							
D	696	1900	30 HP	Bt	610	.07.1900	Transvaal, South Africa
<i>Delivered to Roodepoort United Main Reef Gold Mining Co Ltd (photo in Industrial Railway Record 40 / page 161)</i>							
D	723	1900	50 HP	Bt	610	.08.1900	Stanger Veauymkl Ing.-Ges., Perm, for Export
D	724	1900	50 HP	Ct	610	.07.1900	Stanger Veauymkl Ing.-Ges., Perm, for Export
<i>Delivered to the Stanger-Kearsney Light Railway later incorporated in the Hulett's Sugar Estate.</i>							
D	909	1902	30 HP	Bt	610	.07.1902	Johannesburg, for export
D	1775	1906	50 HP	2/3t	610	.01.1906	South Western Railway Co., Transvaal
<i>Although shown as "Transvaal" OK 1775 went to the South Western Railway, Knysna as their No. 1 and scrapped 1957</i>							
D	1947	1907	20 HP	Bt	457	.01.1907	Johannesburg, South Africa
D	2240	1907	100 HP	3/4t	610	.04.1907	South Western Railway, Australia
<i>An example of how the lists need to be carefully read and interpreted, despite saying "Australia" the loco went to the South Western Railway at Knysna where it was No. 2, scrapped 1949.</i>							
D	2257	1907	250 HP	Ct	1067	.04.1907	Water Raud Cy, Johannesburg
<i>Correct name Rand Water Board where the loco was named ZWARTKOPPIES and was scrapped c1948</i>							
D	2491	1908	30 HP	Bt	600	.03.1908	South Africa
D	2510	1907	40 HP	Bt	600	.08.1907	J. L. Hulett & Sons Ltd., Cairo

2510 is a mysterious loco, why the O&K lists show "Cairo" is unknown although O&K did have a large agency there. The loco has a 1947 boiler plate in the Natal series which shows it likely worked for Hulett's in Natal although we don't know at which estate. It was sold to the Luipaardsvlei Gold mine and in the 1960s was preserved at the Krugersdorp Safari Park, later moving to the L'Orient Express Restaurant in Halfway House. Today it survives and has been restored to working order at Sandstone Estates

D 3019 1909 140 PS Bt 900 .10.1909 Peter Fix Söhne, Bauunternehmung, Meiderich (Germany)
Loco rebuilt to 3'6" gauge and sold to Hollandske Aanneming Mij. in 1938 for use on the Table Bay Harbour expansion works as HNW 69, passed to SAR in 1940 and used as departmental shunter in Cape Town until 1956 at least.

D 3460 1909 30 HP Bt 600 .04.1909 Umhloti Valley Sugar Co. Ltd, Natal
Correct name Umhloti Valley Central Sugar Mill & Estate Co Ltd was taken over by Tongaat Sugar in 1922, OK 3460 was named "OK" and lasted until scrapped 1952.

D 3579 1909 40 HP 2/3t 610 .09.1909 Nigel Gold Mines & Co., Johannesburg
Correct name Nigel Gold Mining Co Ltd. Little is known this operation but Nigel had a 2'0" gauge line with two steam locos (No.2 was also an 0-4-2T a JF (14608/15) which lasted until 1956) which was later electrified.

D 3603 1909 30 HP Bt 600 .09.1909 Zwartkopien Coal Mines, South Africa
Correct name was Zwartkoppies Coal Mines Ltd which was at Palmer near Belfast. Nothing is known about the operation here which may have brought coal down to the SAR at Palmer (which is on the Steelpoort branch)

D 3756 1909 40 HP Bt 600 .10.1909 Luipaardsvlei, Estates & Gold Mining Co. Ltd, Johannesburg
Correct name Luipaardsvlei Estates and Gold Mining Co Ltd, loco was their No. 3 and was reported derelict in 1966 later scrapped

K 3819 1909 - - .07.1909 Ferraira Deep., Transvaal (Excavator Boiler)
Not a loco but interesting that Ferreira Deep Ltd (correct name) were an OK customer. The mine had a 2'0" gauge line with AE steam locos and could be a possible destination for one of the early O&Ks

D 4015 1910 30 HP Bt 508 .06.1910 Vallay Sugar Co. Ltd., Esperanza Natal
There is no known sugar company in the Esperanza area with the name "Vallay" or "Valley", the gauge of 508 mm = 1'8" is the same as the original Reynolds Bros lines and it likely worked there.

D 4102 1910 50 HP Bt 600 .07.1910 West Rand Consolidated, Transvaal
Another survivor, preserved in working order at Sandstone Estates. It was sold by West Rand Consolidated to Vogelstrusbult Gold Mining Areas Ltd at Dunnottar in c1936 for mine construction work and ended up on the mines Childrens Railway named PUFFING BILLY, when the mine closed in 1968 it moved to West Driefontein Gold Mining Co Ltd at Carletonville for their childrens railway. In 1990 it moved to the Midmar Dam Railway and then to Sandstone.

D 4321 1910 30 HP Bt 600 .11.1910 Transvaal
D 4466 1911 50 HP Bt 610 .01.1911 Clan Syndicate, Natal
Clan Syndicate Ltd operated a sawmill at Crammond on the SAR Dalton branch. There was a tram line from Karkloof to the mill but few details of its operation are known except that the loco reportedly ran-away and crashed into the mill at one point.

D 4645 1911 30 HP Bt 600 .04.1911 Princess Estate & G.M. Co. Ltd., Transvaal
D 4751 1911 30 HP Bt 600 .04.1911 Princes Estate & G.M. Co. Ltd., Transvaal
Correct name was Princess Estate and Gold Mining Co Ltd which eventually became part of South Roodepoort (see 12892). Princess was German owned which explains the 600 mm gauge. No details of the operation are known.

D 4880 1911 150 HP Dt 610 .07.1911 South Western Railways, Johannesburg
South Western Railway, Knysna No. 3, scrapped 1949

D 5348 1912 50 HP 1Bt 610 .09.1912 Illovo Sugar Estates, Natal
D 5830 1913 50 HP 2/3t 610 .04.1913 Illovo Sugar Estates, Natal
Believed to be Illovo Nos 1 and 2, withdrawn c 1938, OK 5348 sold to Hulett's, Damall where it became No.11 scrapped 1960.

D 6142 1913 40 HP Ct 610 .04.1913 Ammonium Ltd., Natal
Correct name Natal Ammonium Ltd which built a light railway from Boomlager to Enyati coal mine which closed in c1920 with the trackbed used for the 3'6" gauge Enyati Railway.

D 6955 1914 Ct 762 .02.1914 Sugar Factories Maxwell, Natal
EWF Maxwell was the founder of St Lucia Sugar Co at Mtubatuba (later UCOSP), however the early locos are mysterious and contemporary reports suggest that equipment from Germany was not delivered due to WW 1. There is no evidence that O&K 6955 ever arrived in South Africa.

D 7122 1914 Ct+t 610 .1914 Ammonium Ltd., Natal
D 7123 1914 Ct 610 .1914 Ammonium Ltd., Natal
D 7126 1914 Ct 610 .1914 Ammonium Ltd., Natal
See 6142. Of these 4 locos 7122 sold to Lonely Gold Mine, Rhodesia, then Selukwe Peak Railway and today preserved in the UK. 1 or 2 of the others thought to have been sold to Rustenburg Platinum Mine (see 12959)

D 7167 c1914 Ct 610 new Reynolds Brothers Ltd., Natal
May have later been sold to Crookes Bros, Renishaw which had an unidentified O&K 0-6-0T.

D 7522 1914 30 HP Ct 610 new Zululand Sugar Milling Co.
Correct name Zululand Sugar Millers & Planters Ltd, Empangeni, loco was still here in 1940.

K 7645 1923 - - new South Western Railway, Johannesburg

Replacement boiler for O&K 4880

D	9439	1926	Ct	610	neu	Hunt, Leuchars & Hepburn, Durban	
<i>See also 11259. Line at Windy Hill Wattle Co Ltd, Wartburg, Natal had two locos secondhand from Hunt Leuchars & Hepburn during 1922 (not identified but possibly from a line at Blinkwater Forest Co which had a line at New Hannover. 9439 ordered to replace these locos but lost at sea in sinking of SS Cawdor off West Africa. Replacement was O&K 11259.</i>							
K	10085	1926	-I	-	08.1926	South Western Railway Co., Johannesburg	
<i>Replacement boiler</i>							
D	11010	1925	Ct	762	new	South Africa	
<i>The only 2'6" gauge lines in South Africa were the Namaqualand Railway, Sub Nigel and UCOSP at Mtubatuba, this loco has not been reported and may not have been for South Africa</i>							
D	11092	1925	Bt	457	new	Messina Development, Johannesburg	
<i>Correct name Messina Transvaal Development Co Ltd, Messina Copper Mines, the railway was electrified in 1939 and the loco was preserved in Messina in 1956 and survives today. Messina opened in 1904 and there may have been an older loco (eg: O&K 1947 ?)</i>							
D	11175	1926	Bt	610	new	E.W. Hawksworth & Sons, Durban, South Africa	
<i>See 11322</i>							
D	11259	1926	Ct	610	new	Hunt Leuchars & Hepburn, for Windy Hill Wattle Co., Durban	
<i>Replacement for O&K 9439 (lost at sea). Sold To Huletts, Damall in 1945.</i>							
D	11322	1927	Bt	508	new	H.W. Hawksworth & Sons	
<i>Correct name E W Hawkesworth & Sons Ltd, Beneva Sugar Estate which was taken over by Reynolds Bros in 1930. Hawkesworth operated both 1'8" and 2'0" gauge lines</i>							
D	12172	1930	Ct	457	new	The Messina Development Co., South Africa	
<i>As for 11092, loco was scrapped in 1951</i>							
D	12331	1931	Ct	762	new	The Sub Nigel Ltd., South Africa	
<i>Loco preserved by Puffing Billy Railway, Victoria, Australia</i>							
K	12420	1933	-	-	new	Zululand Sugar Milas & Plantas, South Africa	
<i>Replacement Boiler (presumably for 7522). Correct name Zululand Sugar Millers & Planters Ltd</i>							
D	12689	1935	Bt	610	new	New Mechanic Gold Mining, South Africa	
D	12691	1936	Bt	610	new	New Mechanic Gold Mining, South Africa	
<i>Correct name is New Machavie Gold Mining Co Ltd, Buffelsdoom Mine. Closed 1945, 12691 sold to Dominion Reefs Ltd, Klerksdorp and later preserved by Dunns Engineering in Witbank, then SANRASM Krugersdorp and today at Sandstone Estates.</i>							
D	12857	1936	Ct	610	new	Kolce Sisal Estate, South Africa	
<i>Cannot trace Kolce – could be Mozambique, Tanzania or Kenya</i>							
D	12892	1936	Bt	475	new	South Roodeport Main Reef Areas, Johannesburg	
<i>Track gauge was 1'6" (457 mm)</i>							
K	12959	1937	-	-	new	The Rustenbay Platinum Mines, Johannesburg	
<i>Replacement Boiler, correct name Rustenburg Platinum Mines Ltd, thought to be for one of the former Natal Ammonium locos (see 6142, 7122/23/26) of which two likely came to RPM</i>							
D	12993	1937	60 HP	Bt	600	new	New Mechavie Gold Mining Co., South Africa
<i>See 12689/12691</i>							

OK-Nordhausen (formerly Montania) Petrol and Diesel Locos

V 1911 50 HP B-bm .04.1911 John Birch & Co., London [GB], for Natal

Presumably for a sugar estate

V 1924 S-30 0-6-0PM 610 1924 SAR, Table Bay Harbour Construction Contracts

V 1924 S-30 0-6-0PM 610 1924 SAR, Table Bay Harbour Construction Contracts

One S30 (likely one of these two) rebuilt by United Loco & Wagon, Johannesburg in 1954 as SAR Departmental Loco K10882

V	2299	1926	M	B-bm	610	09.08.1926	Stock, Durban
V	4519	1931	RL 1 a	B-dm	610	20.07.1931	Stock, Durban
V	4988	1933	RL 1 a	B-dm	610	07.06.1933	O&K Durban, for Pretoria Portland Cement Co., Johannesburg
V	5132	1933	LD 2	B-dm	600	18.10.1933	Pretoria Portland Cement Co., Johannesburg

Which PPC works has not been identified

V	6275	1935	LD 2	B-dm		20.09.1935	Johannesburg, for Stock Durban
V	6401	1935	LD 2	B-dm	610	15.11.1935	O&K Johannesburg, for Durban
V	6416	1935	LD 2	B-dm	600	15.12.1935	O&K Johannesburg, for Durban
V	8009	1937	MD 1	B-dm	600	26.08.1937	O&K SA Ltd., Johannesburg, for Durban
V	8534	1937	MD 1	B-dm	610	21.12.1937	Johannesburg
V	8617	1938	MD 2	B-dm	610	22.02.1938	O&K Johannesburg, for S.A.R., South Africa
V	8618	1938	MD 2	B-dm	610	22.02.1938	O&K Johannesburg, for S.A.R., South Africa

A photo exists of an MD2 (presumably one of these) in use on tunnel construction at Dohne (Cape Eastern Main line re-alignment) in 1939

V	8882	1938	RL 1 c	B-dm	610	18.03.1938	O&K Johannesburg, for Hollandsche Aanneming Mij.
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Presumably for Table Bay Harbour Construction contracts

V	9060	1938	MD 1	B-dm	610	14.07.1938	Johannesburg
V	9085	1938	LD 2	B-dm	610	17.05.1938	CFLM Stock Durban
V	9086	1938	LD 2	B-dm	610	17.05.1938	CFLM Stock Durban

Possibly CFLM may indicate these locos were for Mozambique

V	9129	1938	MD 1	B-dm	610	11.06.1938	Johannesburg, for Durban
V	9423	1938	MD 1	B-dm	457	23.08.1938	Johannesburg
V	9981	1939	MD 1	B-dm	610	07.03.1939	South African Union
V	10568	1939	MD 1	B-dm	610	07.06.1939	Durban Maydon Wharf, South Africa
V	10828	1939	MD 1	B-dm	610	09.08.1939	Durban Maydon Wharf, South Africa

OK-Berlin Diesel Locomotives:

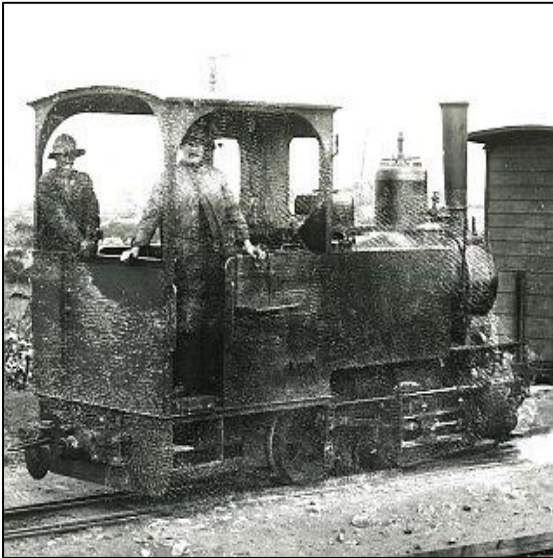
V	20367	1933	RL 3	B-dm	600	14.08.1933	Goldmines/South Africa
V	20389	1933	RL 3	B-dm	600	04.10.1933	Goldmines/South Africa
V	20674	1936	RL 3	B-dm	610	15.02.1936	Johannesburg/South Africa
V	20760	1936	RL 3	B-dm	600	06.06.1936	South African Union/South Africa

V	20818	1936	RL 3	B-dm	600	03.09.1936	Johannesburg/South Africa
V	20998	1937	2D	B-dm	457/610	13.06.1937	O&K, Durban, for South African Union
V	21011	1938	MD 3	B-dm	457/610	.01.1938	O&K SA Ltd., Johannesburg-Durban/South Africa
V	21175	1938	RL 3	B-dm	610	29.04.1938	South African Union, Johannesburg/South Africa
V	21176	1938	RL 3	B-dm	610	29.04.1938	South African Union, Johannesburg/South Africa
V	21247	1939	2D	B-dm	457/610	29.09.1939	Johannesburg/South Africa

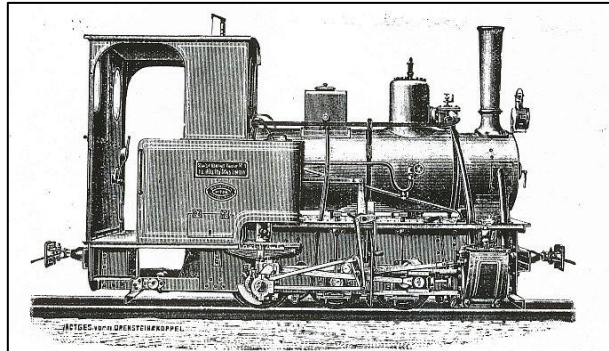
No customers identified for any of above

Two unidentified 2'0" gauge O&K diesels were derelict at Doornkop Sugar Co (Pty) Ltd in 1965, one reported as 4wDM and one as 6wDM.

This article was written following the discovery of an O & K Catalogue, dated 1900, in the Cape Archives.



0-4-0T loco with inside frames, of the Sranger – Kearsney Light Railway; gauge 2ft.



Catalogue illustration of an 0-6-0 with outside frames, for the Stanger Kearsney Light Railway.



O & K No. 2510 built for J L Hulett & Sons, now Restored at Sandstone Estates.

3. Standard Designs of Locomotive.

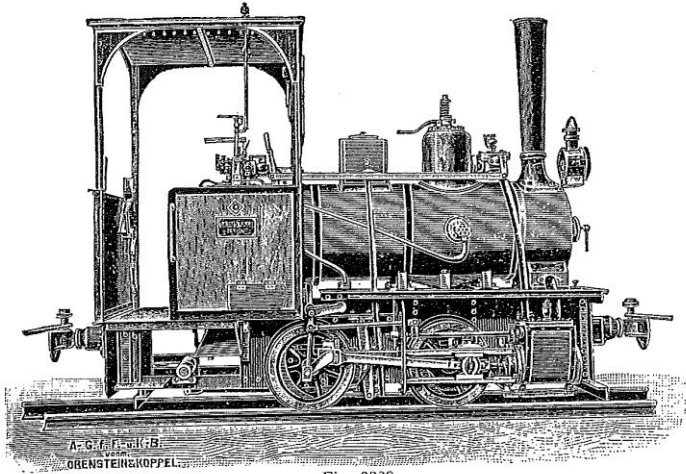


Fig. 3228.

a) Four-Wheel Coupled Locomotives.

Fig. 3228 illustrates our standard design of locomotives. This engine has four-wheels coupled.

b) Six-Wheel Coupled Locomotives.

Fig. 3229 represents a locomotive which is particularly suitable for performing long runs and operating on light rails with a reduced number of sleepers. This engine is very easy on the track, as the weight is distributed over six wheels.

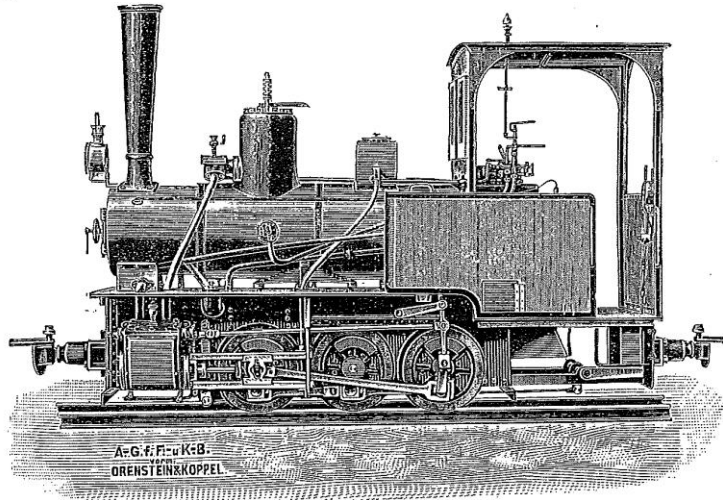


Fig. 3229.

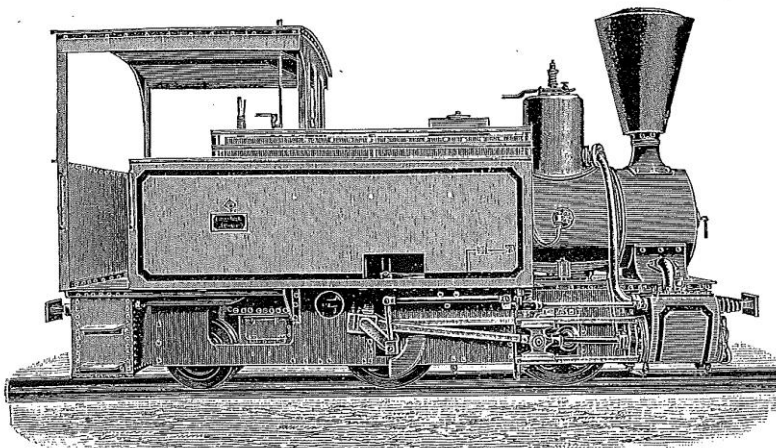


Fig. 3230.

c) Four-Wheel Coupled Locomotive with Two-Wheel Trailing Bogie.

These engines claim the advantage of being able to pass round sharp curves and to operate on light tracks. They are particularly designed to cover long distances with no watering or fuel stations, as they have large bunkers and tanks.

Three illustrations from the 1900 catalogue for O & K.