

Canadian 'Prairie' is out of the woods and in roundhouse shelter

A Canadian survivor of a wheel arrangement unusual to British eyes - a 2-6-2 saddle tank - has been rescued after decades of standing outdoors and moved under cover, thanks to a \$10,000 donation.

The locomotive, a 1923-built Baldwin oil-burner (W/No. 56323) was No. 112 in the fleet of Canadian Forest Products (CanFor), and has been on static display at Beaver Cove on Vancouver Island for 44 years. New to the Snoqualmie Falls Lumber Company as No. 6, it was bought by CanFor in 1947 and worked for them until 1968, initially being plinthed at Nimpkish. In 1970 it was moved to Beaver Cove, the timber-

sorting yard on CanFor's 56-mile private system - now the last active logging railroad in North America.

It is to be moved to Port Alberni by the Western Vancouver Island Industrial Heritage Society (WHIHS), to join a larger Baldwin 2-8-2ST No. 7 which operates on the Alberni Pacific Railway. Funded by a \$10,000 donation from the British Columbia Railway Historical Association, volunteers of the WHIHS began work in early November to remove the engine's chimney, domes and other parts so that it can fit underneath bridges on its road journey to Port Alberni.

It will be kept under cover in the Alberni Pacific Railway's roundhouse, although there are currently no plans to restore it to working order as further funding will be required.

◀ Looking rather sorry for itself after 40 years of open-air display, Baldwin 2-6-2ST No. 112 rusts quietly at Beaver Cove in 2008. CHRIS LEIGH



BOTH: PETER ODELL

SOUTH AFRICA'S HISTORIC DUO COME OUT FROM UNDER WRAPS

A rare photographic opportunity presented itself in South Africa in early November when two North British-built 4-8-4s, in the care of preservation group Steamnet 2000 at Kimberley and normally kept under tarpaulins for protection, were uncovered for a weekend of maintenance work.

Both machines are of major historical importance; Class 25NC (non-condenser) No. 3467, seen with two of the group's volunteers, was the last steam

locomotive to work a scheduled turn for Transnet on December 31 1992. No. 3511 is one of only two surviving condensers (believed to be the last condensing steam locomotives left in the world), with the other, prototype No. 3451, under threat of being scrapped in Transnet's disposal of its heritage assets.



KAREN GUNN

Australia's 'Great Gathering'! Puffing Billy's 2-6-2Ts get together

October 29 was a historic day for Australia's famous Puffing Billy Railway as it steamed its entire working fleet of 'NA' class 2-6-2Ts for the first time in 15 years. The five locomotives, Nos. 6A, 7A, 8A, 12A and

14A, make up a full flush of operational examples, with only one other - No. 3A - still awaiting restoration. Originally designed by Baldwin, who also built the first two examples, the remainder of the originally

17-strong class (including all the preserved examples) were constructed at the Victoria Railway's Newport works.

Puffing Billy Marketing Manager Nadine Hutchins said: "The crews had to come in

early to have them all in steam together, but we think it was worth it. The next day, No. 12A entered the workshops for regular maintenance, so who knows when we'll see this again?"