

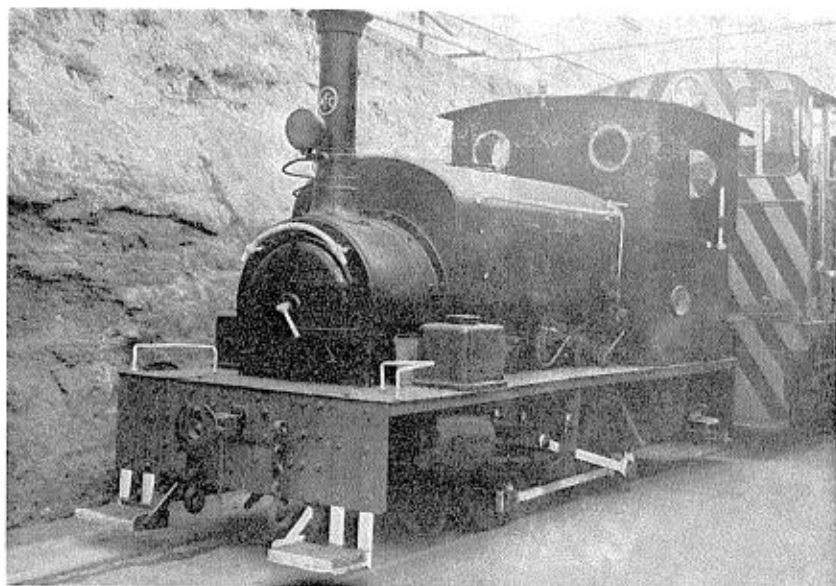


Fig. 1. The Hudswell Clarke saddle-tank steam locomotive used by the Westfield Freezing Co. Ltd. near Auckland.

Some Auckland Industrial Locomotives

By B. R. Hutchinson

All illustrations by the author.

WHEN I photographed the Westfield Freezing Company's diesel shunter recently, I did not realise that they still possessed an 0-4-0 saddle-tank steam locomotive built by Hudswell Clarke of Leeds in 1927, maker's No. 1582. This locomotive was used when the diesel was being serviced. Through the kindness of their Chief Engineer, Mr K. Tomlinson, I was able to photograph this locomotive (fig. 1) and to take other snaps of their diesel. This yellow-and-black 0-6-0 was converted by A. & G. Price Ltd from a Barclay steam locomotive purchased from the Challenge Phosphate Company, and is now powered by a Ford diesel engine with hydraulic transmission (fig. 2).

The Southdown works of the Auckland Farmers' Co-operative Company Limited sports two diesel locomotives. The larger is a red 0-6-0 double-ender (fig. 3) powered by a G.M.C. 6-cylinder 2-cycle

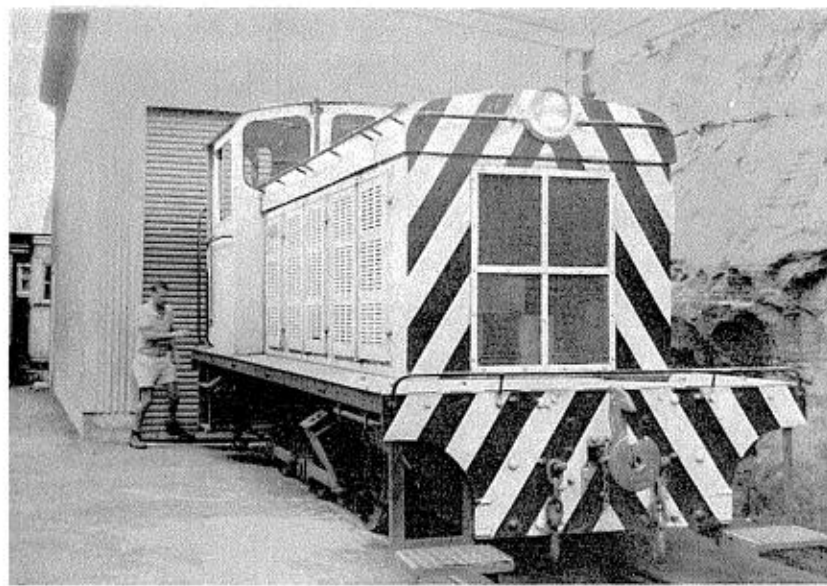
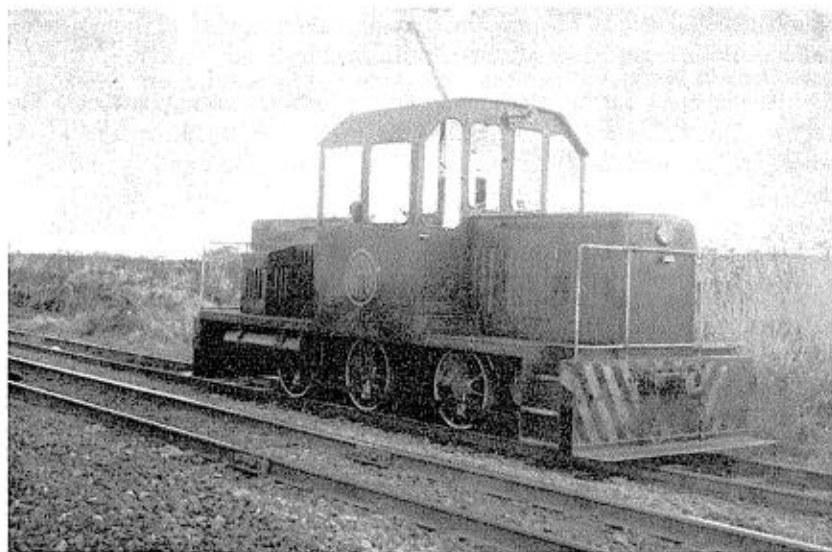


Fig. 2. The Westfield Freezing Company's diesel-hydraulic locomotive converted by A. & G. Price Ltd. from a Barclay steam locomotive.

Fig. 3. This centre-cab diesel shunting locomotive at the Southdown works of the Auckland Farmers' Freezing Co-operative Ltd. was built in 1964 by their own engineering department.



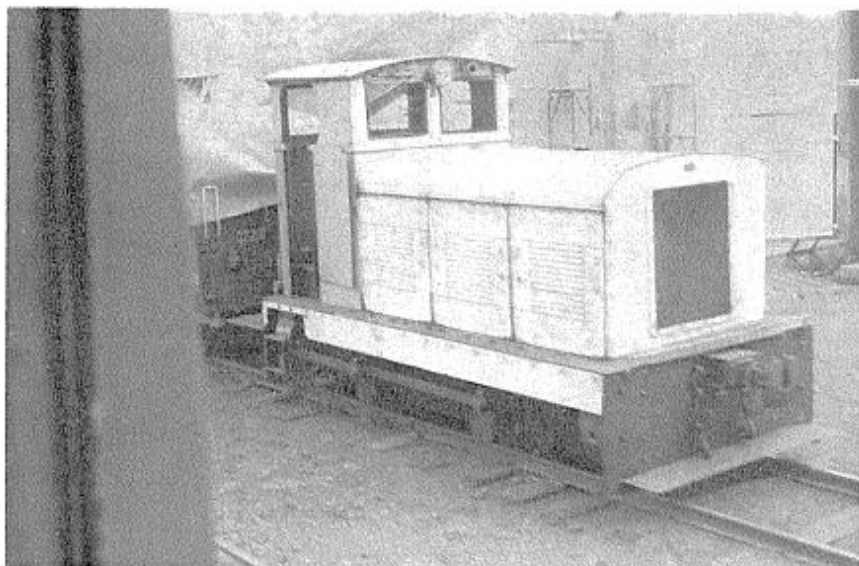


Fig. 4. A second locomotive at the Southdown freezing works is this little Drewry diesel built in 1948.

diesel of 130 h.p. This was built by their own engineering department in 1964, weighs 18 tons, and has a length of 25ft 6in. (7,772 mm) over buffers. Their second locomotive is a yellow 0-4-0 Drewry model built in 1948 (fig. 4). This one is powered by a 102 h.p. 6-cylinder LW 4-cycle Gardner diesel, weighs 12 tons, and measures 17ft 9½ in. (5,423 mm) over buffers. Both locomotives are fitted with Westinghouse brakes.

Pacific Steel Ltd at Otahuhu owns two Price locomotives painted yellow. No. 222 is a No. 15 model built in January 1969, has an 0-6-0 wheel arrangement, weighs 31 tons, has diesel-hydraulic transmission, and develops 307 h.p. Number 200 (fig. 5) is a No. 5 model built in 1961. It is an 0-4-0, weighs 15 tons, has diesel-hydraulic drive, and develops 107 h.p.

Carter Merchants (Maramarua) Ltd has perhaps the most unusual industrial locomotive in the Auckland area. This is a bush loco built by Vasseller of New Plymouth before 1942, and claimed to be the first hydraulically geared diesel locomotive in New Zealand. In recent years the hydraulic drive has been replaced by a gearbox. This lokey is now employed on shunting duties at Carter Merchants' Papakura branch.

I am grateful to the Chief Engineers of these companies, who have kindly supplied details of their locomotives.

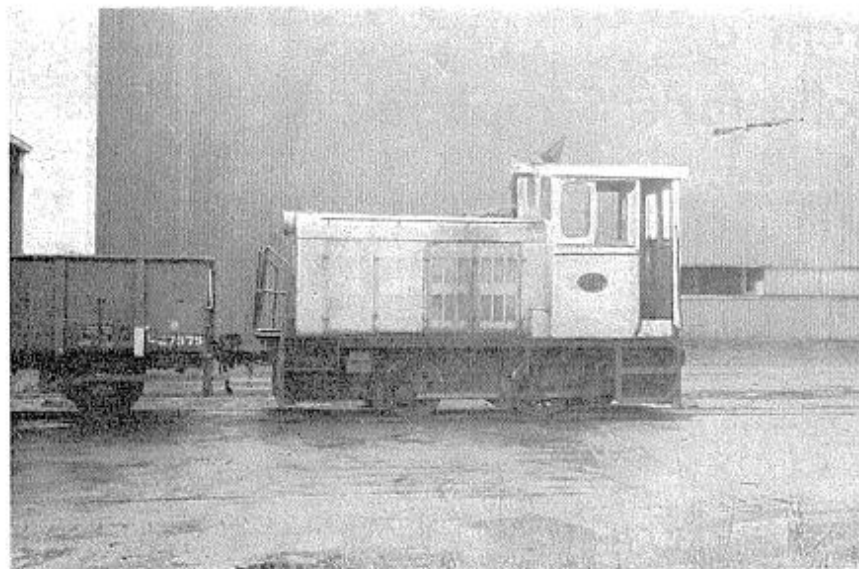


Fig. 5. This Price diesel-hydraulic locomotive, No. 200 of 1961, is used by Pacific Steel Ltd. at their Mangere works.

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