

For Sale - New, 7 $\frac{1}{4}$ " gauge, "Bundaberg Jenbach" sugar cane loco.



The third of three locos built to this design at the "Boulder Creek Loco Works".
The loco dimensions are 1590mm buffer beam to buffer beam (1750mm overall), 554mm in width, and 970mm rail head to roof top. Total weight is 338 kg's.

It is powered by a 13 Hp electric start four stroke engine driving an electric traction motor via a modified alternator. The electric traction motor drives all three axles through a chain drive.

This is a new loco using CNC machined parts and welded steel construction. Wheels are machined to AALS standards meaning the loco can run on any 7 $\frac{1}{4}$ " gauge track either in Australia or overseas.
Mechanical hand brake and air brakes are fitted to the loco and air brakes are compatible with any AALS equipped air brake carriage.

The air brakes require the use of a regulated air supply and proportional brake valve. This is not included with the loco and needs to be fitted to the driver's carriage used with the loco. (See below for the details on the matching driver's carriage)

The loco is driven via a remote hand pendant using a simple electronic control making it very easy to operate. It is fitted with coil spring suspension and ball bearings are used on all axles. An air horn is also fitted. Couplers are scaled off the prototype and are of the common bar and pin style generally used on miniature railways, however they are a bolt on coupler so can easily replace them with knuckle or chopper couplers if required.

As mentioned above, this is a new loco only ever being run for trial running. It is fitted with a new 13 hp electric start engine, new battery, new alternator, new traction motor, wheels, ball bearings, drive chains and sprockets, brakes, air horn, electronics, materials, etc. Everything is new. No second hand parts have been used at all. Most machining is done by CNC and the loco is of heavy construction. For example, the axles are 50mm diameter stepped down to 40mm through the wheels and then 30mm through the bearings. The wheels are 32mm thick, 215mm in diameter and machined to AALS standards. Frames are CNC machined 6mm plate keyed and welded into 10mm buffer beams. Body work is fully welded, CNC cut and folded 3mm steel.

A matching driver's carriage is available and like the loco, is a new carriage using all new parts and materials. It is of welded construction and features CNC machined parts, coil spring suspension, ball bearings on all axles, a padded driver's seat, and a 21 litre air receiver which can be charged via a compressor. (This is a certified pressure vessel.)

The driver's carriage is also fitted with air brakes and the proportional air brake valve required to operate the loco air brakes. This will connect directly to the loco to enable it to run immediately with fully functional air brakes and will also be able to connect to any AALS standard brake equipped carriage or any other loco fitted with AALS standard brake equipped air brakes.

If you haven't already seen the "Boulder Creek Tramway" website then have a look at: www.smex.net.au/bouldercreek and view the gallery page where you will find a page on "Locos & Rolling Stock" and further pictures of the construction of the Jenbach locos.



All three locos pictured on the Boulder Creek Tramway. The first loco to be completed (right) is owned by the builder and remains on the Boulder Creek Tramway. The second loco to be completed (far left) shown with the optional matching driver's carriage now resides at the "Brisbane Bayside Steam Railway". The third loco to be completed is the loco for sale and is pictured in the middle with the red and white striped buffer beams.

For further information or to arrange a test drive, contact Dave Webb at the "Boulder Creek Tramway" on: 0419 124 525 or email web.eng@bigpond.com