



B-14 has undergone many small changes via different owners since built in the early 60s by Ed Brown. As an apprentice at Midland I did get a yard ride on B-185 just before with-drawl and did work with Ed on the then "new" and larger WAGR model rail lay-out at the Show-grounds. B-14 was purchased from Rob Brown , a very good mate of Jack Stanbridge. They were showing B-14 off at our place in Adelaide after dinner in Adelaide after a "convention" with Rob on his way back to NSW. I made a casual remark that when Rob wanted to dispose of the locomotive to give me a call.

B-14 was purchased some years ago along with the box trailer, "bum" truck and 4 x passenger wagons. The trailer has been rebuilt due to salt laden air corrosion and lack of lap joints. The purchase of the locomotive was on the basis that the boiler had to be replaced. A new steel Briggs boiler was designed by Peter Manning and built by Ted O'Brien in Adelaide.

My efforts have been to revert back to some-thing that looks more like the B Class when in later service. Karalee is not the original name but will stay. It is amused that one-time owner the late Doug Skewes made the change who may have worked on the EGR passing by Karalee Rocks.

The coal bunker is not as was fitted to B-14. The B's never had electric lighting.....how-ever, the locomotive looks "naked" with-out the fittings. The original style whistle has been repositioned to the steam dome cover. A WAGR whistle which is out-of-scale is now hidden under the running board. A steam over water brake has been fitted that looks much like a vacuum cylinder but of necessity is on the wrong side to avoid the hand-brake. A dummy vacuum ejector silencer has been added. There is now a wooden cab floor. Blow-down is now from the cab and not by having to use a spanner. The smoke-box has a Master Mechanics type spark arrestor as used by the WAGR .

It has been evident that B-14 suffered injector problems and there is also a cam on one axle for a pump that does not seem to have been used. A hand water pump was once at the end of a side tank. I added some extra insulation between the side tanks and the boiler to try to cool the water but then used the ride-on truck tank for the left-hand injector with a little more success.....how-ever, the water pipe system was a night-mare and some effort has been placed to try and rationalise it all This is a project to be completed. It was found to be impossible to fill the side-tanks to more than half full and with-out a balance connection one could easily run out of water on one tank. (the task are of copper and have an anti-surge "insert" pipes that extend to half depth and these are "frozen" in place and attempts to remove could distort the tanks or rupture them) With the eventual return to Castledare in mind, some mods were made to correct the problem by improved venting and a balance pipe. The side tanks were then left to feed a steam pump which unfortunately failed due to erratic working recently after 8yrs of work.

A water connecting pipe has been added to the front head-stock that was necessary back in the days of the Mundaring line for travelling water tanks but is used for draining the tanks as there was no provision for such.

The steam turbo as made by Ed Brown was actually a vane motor and this clattered like an old VW. Some-body commenced to modify this to an impulse turbine wheel and such remains to be completed. There was other small bore piping that seemed to be associated with a hydro-static lubricator that had not been completed or was replaced by a mechanical device. The hydro-static lubricator has a cracked site-glass and has been "stored" pending.

The "bum" truck was rebuilt and the foot brake improved to work on both wheel-sets along with adding a power brake cylinder and a small pressure gauge to indicate that the train brakes are working and or released. A number plate BT-14 has been added and the letters WAGR. This style lettering was originally WAR on the tender sides of the early A class and other tender engines with slight variations. The CMR "plaques" that originally adorned the sides are now in "storage". There is now a hand-pump on the this truck for boiler supply and is used to ensure before running that the train brake pipe is full of water.

As a more "fuller" retirement approaches, the tasks are to place sides on the passenger wagons to suit Castledare standards, lower the coupler heights and fit yoke Norwegian or Jones chopper couplers. The method used is to lower the wagons on their boogies to attain the correct seat height to AALS standards.

B-14 then remains to be repainted.

Les Smith.