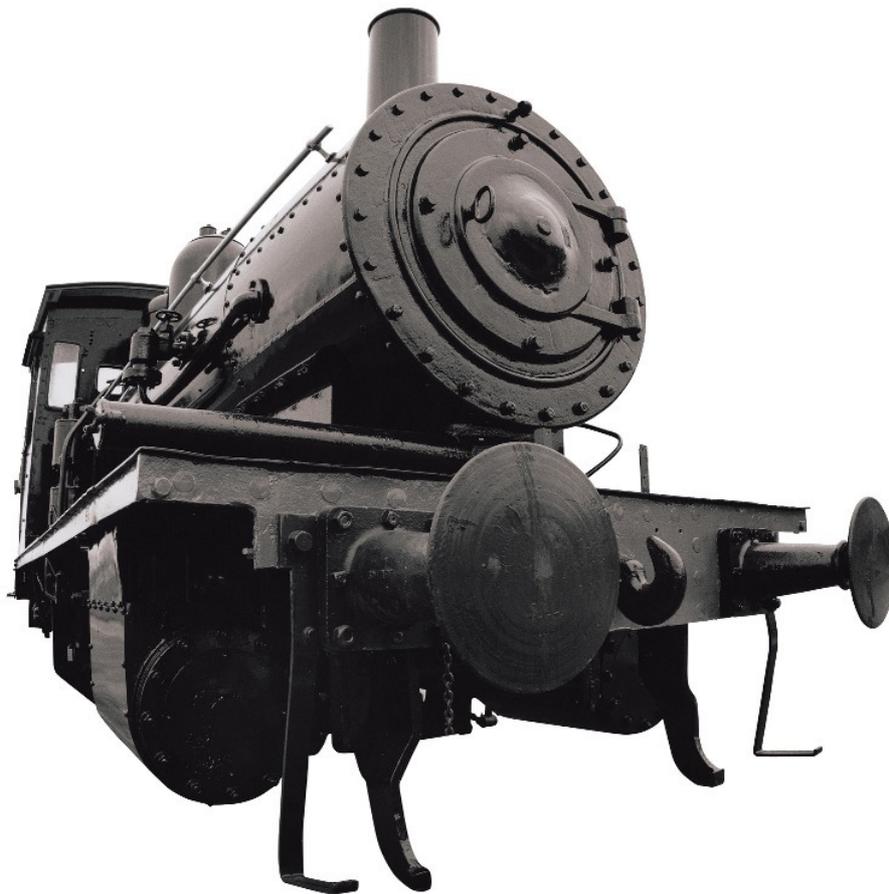


# THE WORKSHOPS RAIL MUSEUM

## INFORMATION SHEET

# B13<sup>1</sup>/<sub>2</sub> CLASS & POMPEY



'Pompey' stands proud at the entrance to The Workshops Rail Museum.

The Ipswich Railway Workshops built 6 small tank locomotives as shunting engines intended for use at larger marshalling yards, in 1904 - 05. They were numbered 396 to 401.

Originally classed as 6D13 <sup>1</sup>/<sub>2</sub> they were built utilizing wheelsets off B15 Class locomotives that were being fitted with larger diameter driving wheels. The new locomotives were fitted with 13 <sup>1</sup>/<sub>2</sub> inch cylinders that had been intended by an earlier Chief Mechanical Engineer, W. H. Nisbet, for rectifying problems with the B15 Class locomotives, but not used for their original purpose.

One, No.400, was tried on the rack railway at Mount Morgan and another at Warwick but they mainly worked around Brisbane and Toowoomba.

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Originally, they were only fitted with steam brakes, but Westinghouse air-brakes were later fitted.

Possibly to increase their limited fuel and water capacity No.397 was rebuilt as a tender locomotive in 1932 by removing the sidetanks and bunker and adding a tender taken from B13 No.91. Nos 398, 400 and 401 were similarly treated in 1937 followed by No.396 and 399 in 1938. The rebuilt locomotives were re-classed as B13 1/2.

Most were withdrawn during the 1950s while No.400 lasted at Mayne until mid-1961 when it was condemned. No.398 was withdrawn from service in December, 1953 but survived to become the workshops' shunter at Ipswich Railway Workshops where it was affectionately known as '*Pompey*'.

The source of the nickname '*Pompey*' and when it was first applied to the Ipswich Workshops shunter is now unknown. The most popular story suggests that the workshops shunter was prone to throwing sparks when working and gave the impression of an erupting volcano. The most famous volcano is Mt Vesuvius and thus the name "*Pompey*" is derived from the ancient Roman town of Pompeii which was destroyed by an eruption of Mt Vesuvius.

'*Pompey*' was withdrawn from service in the early 1970s and preserved in front of the Ipswich Railway Workshops. She was restored in 2002 and is again located in front of the Workshops as part of The Workshops Rail Museum.

## Dimensions:

Class	6D13 1/2	Class B13 1/2
Wheel Arrangement	0-6-0T	0-6-0
Cylinders	13 1/2" X 20"	13 1/2" X 20"
Boiler Pressure	140 psi	140 psi
Driving Wheel (Dia)	36 inches	36 inches
Weight	<i>Engine</i> 30.6 tons <i>Tender</i> n.a.	30.6 tons 22.2 tons
Coal Capacity	1.1 tons	4 tons
Water Capacity	670 gallons	1400 gallons
Tractive Effort (@80%BP)	11,340 lbs	11,340 lbs

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Compiled by D. J. Mewes, Assistant Curator

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