Where did Bob the railway dog come from?

In an article from the South Australian Chronicle newspaper 24 August 1895 (one of many articles that appeared following Bob's death) Henry Hollamby said he bred Bob the Railway Dog. The newspaper reported "As there seems to be a considerable amount of curiosity concerning the breed, I take the liberty of writing to say that he was bred by me and that I owned his mother, grandmother and great- grandmother. He, when a puppy, was given to Mr James Mott, who kept the Macclesfield Hotel. Bob's father was a German Collie dog. At the time the railway was being made to Strathalbyn and he followed some men to the line. He was then called "Navvy". Mr Mott brought him back two or three times before he lost him. At about that time he was nine months old. The breed was well known here as first class cattle dogs, when my children heard Bob bark they thought how much he was like his mother in voice as well as looks. I made a good price of all breed that I sold and could always find customers. I believe the breed came from Sydney with some of the first cattle, as the late Mr T Oakley of Black fellow's Creek had them when first I came to the colony 44 years ago.'

Source

http://www.bobtherailwaydog.com/the_story_of_bob

http://trove.nla.gov.au/newspaper/article/91463642?searchTerm=bob%20the%20railway%20dog&searchLimits=

How did Bob the railway dog meet Mr William Ferry?

Mr William Seth Ferry said in the interview which was published in the Recorder newspaper Saturday 10 February 1934 that the first time he saw Bob was at Terowie in the mid north of South Australia (at this time he was a special guard) .He said in September, 1884, a party of unemployed men were sent from Adelaide to Carrieton to trap and kill rabbits. A requisition was sent to the city to catch as many dogs as it could be picked up in the streets, and a truckload of homeless hectors was dispatched north. Among them was a decent-looking sort, apparently a cross between a French poodle and a German collie.

Bob was sent with about 50 other stray dogs from Adelaide to Carrieton where they were destined to become rabbit hunters and the train stopped at Terowie where Mr Ferry saw Bob. Mr Ferry took a fancy to him and he approached the man in charge of the camp with an offer to buy him. He would exchange, but would not sell, so on Mr Ferry went to Port August where he found a substitute dog, took him back, and exchanged him for Bob that day was 26 September 1884 when he opened a remarkable friendship between dog and man.
In other article said that "Mr W S Ferry of Petersburg is said to have paid one pound for the pick of the crowd, which was Bob"

Source

http://trove.nla.gov.au/newspaper/article/95795519?searchTerm=bob%20the%20railway%20dog&searchLimits=
Amanda C. Bettesworth, Bob the railway dog a popular identity of nineteenth century Adelaide, South Australian Animal Welfare League, Page 17,18

Where did Bob the railway dog live?

First he lived with Mr Ferry in Terowie then a few months later William Ferry transferred to Peterborough as Porter/ Guard with Bob always by his side as he worked on the trains. Mr Ferry was a guard on a wheat train which ran from Gladstone to Port Pirie and, as Bob enjoyed accompanying him on his trips, and especially riding on the engine, the trips become a regular occurrence for the young dog. In fact if Mr Ferry ever left Bob at home instead of taking him on the train, Bob would fret, refuse to eat and grow very thin as a result. Eventually, therefore, his kind-hearted owner relented and allowed Bob the freedom to ride the railways at his leisure. Thus at the age of 18 months or so Bob began his long career as South Australia's famous "Railway dog". By the time Mr Ferry was promoted to Station Master in Western Australia in 1889. Ferry took the job and left Bob behind. Mr William Seth Ferry said in the interview which was published in the Recorder newspaper Saturday 10 February 1934 that "they (the railway men) hide him at Alberton so they could restrain him in the service. I went away without him, and when I was safely gone he was given the run of the lines again". During this time Bob had graduated from travelling the line with his owner, to free spirit, jumping on and off trains as the mood took him, making interstate journeys and short suburban trips on trams as well as trains. He also made river trips on the Murray Steamers.

Source

Sargent, Josephine, Whistle- stop hound, Article, Australian Geographic, April 2011

http://trove.nla.gov.au/newspaper/article/95795519?searchTerm=bob%20the%20railway%20dog&searchLimits=
Amanda C. Bettesworth, Bob the railway dog a popular identity of nineteenth century Adelaide, South Australian Animal Welfare League, Page 17, 18

Bob and railways

The first trip Bob took on a locomotive engine was with driver Leald, from Petersburg to Port Pirie. Since that time there are few places in South Australia which he has not visited. Only once during his many travels has the dog been known to fall off the train. This was while travelling between Manoora and Saddleworth on an express train. He managed to limp to the latter station, a distance of two miles, and was cared for by some of his railway friends. His leg, which was injured, was bandaged by Station-master Henderson, who is now traffic manager on the South eastern line.

His favourite place is on a Yankee engine; the big whistle and belching smokestack seem to have an irresistible attraction for him. In other articles said that "his favourite seat being on the top of a coal box" In other article that was published in Chronicle Adelaide on Thu 27 Apr 1939 reported that" engines were his great delight, and the noisiest, dirtiest, smokiest engines seemed to suit him best". He particularly liked the big Yankee engines. In the article that was published in The Advertiser on Saturday 17 August 1895 said that "The first engine on which Bob rode was narrow-gauge engine 48 (American)"

His travels bare been somewhat extended since the line was opened to Melbourne, and it is said he has been to Sydney, but he always returns to South Australia, and is regarded as having a special liking for the North and has been up as far as Brisbane . Also he visited Victoria and NSW. The most curious part of his conduct is that he has no master, but any engine-driver is his friend. At night he follows home his engine-driver of to-day, never leaving him or letting him out of his sight until they are back in the railway station in the morning, when he starts off on another of his ceaseless journeying.
It was a joke among railway employees that Bob was the only individual who was permitted at all times to travel on the government railways free of charge and without a pass. He became a well known identity at Adelaide Railway Station and as well as travelling the country line, he could often be heard barking friendly greetings from the open window of a carriage on the Port Adelaide line as he enjoyed one of his innumerable suburban trips. He travelled far or as little as he pleased, sometimes changing trains mid-journey if it suited him.

If the train started without him, Bob was well able to board a moving train with ease. There is only one recorded incident of his having fallen from a moving train. One leg was injured in the fall but with characteristic pluck, Bob limped the 2 miles to Saddleworth on three legs. In the long run, he none the worse for this misadventure or for the one which saw him spend a miserably cold winter with his long shaggy coat shorn off, except for the thick fur around his neck and on the tip of his tail. Apparently, a railway employee on probation did it for fun, to give poor Bob the appearance of a small lion.

Source
http://trove.nla.gov.au/newspaper/article/34518112?searchTerm=bob%20the%20railway%20dog&searchLimits=
http://trove.nla.gov.au/newspaper/article/54575596?searchTerm=bob%20the%20railway%20dog&searchLimits=
http://trove.nla.gov.au/newspaper/article/211294584?searchTerm=Miss%20Adelaide%20E.%20Cresswell&searchLimits=
http://trove.nla.gov.au/newspaper/article/92429000?searchTerm=Bob the railway dog&searchLimits=
http://trove.nla.gov.au/newspaper/article/34519790?searchTerm=bob%20the%20railway%20dog&searchLimits=
http://trove.nla.gov.au/newspaper/article/91461917?searchTerm=bob%20the%20railway%20dog&searchLimits=
Amanda C. Bettesworth, Bob the railway dog a popular identity of nineteenth century Adelaide, South Australian Animal Welfare League, Page 17, 18

How did Bob die?

The Advertiser reported Bob's death "It was Bob's custom when in the city to go to Mr Evans's butcher's shop in Hindley-street for his meals. On Monday he was given his afternoon tea by Mr E J Preston, an employer of Mr Evans. Shortly afterwards he was heard to bark at a passing dog, and then with a pitiful howl dropped down dead. The cause of his death has not yet been ascertained. The body of the dog was claimed by Mr L M Tier, of Hindley-street, and Mr Nathan, in compliance with a promise made some months ago, is now stuffing it."

Source
http://trove.nla.gov.au/newspaper/article/34518112?searchTerm=bob%20the%20railway%20dog&searchLimits=
http://trove.nla.gov.au/newspaper/article/92429000?searchTerm=Bob the railway dog&searchLimits=

This map (South Australia) relates to the northern railway system in particular, as this was Bob's home area.
You can view and interactive with this map at the Museum - Fitch pavilion, theatrette.
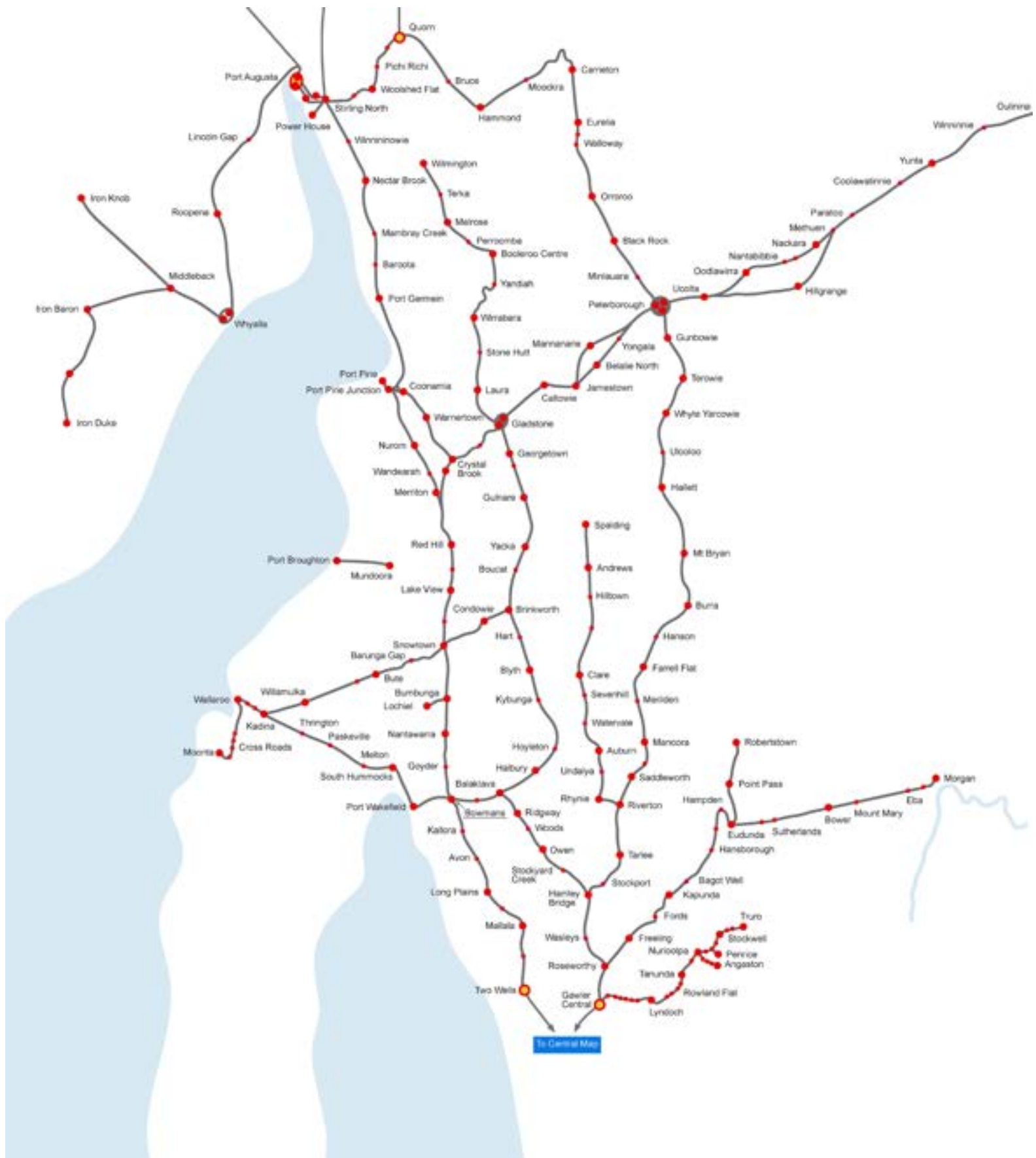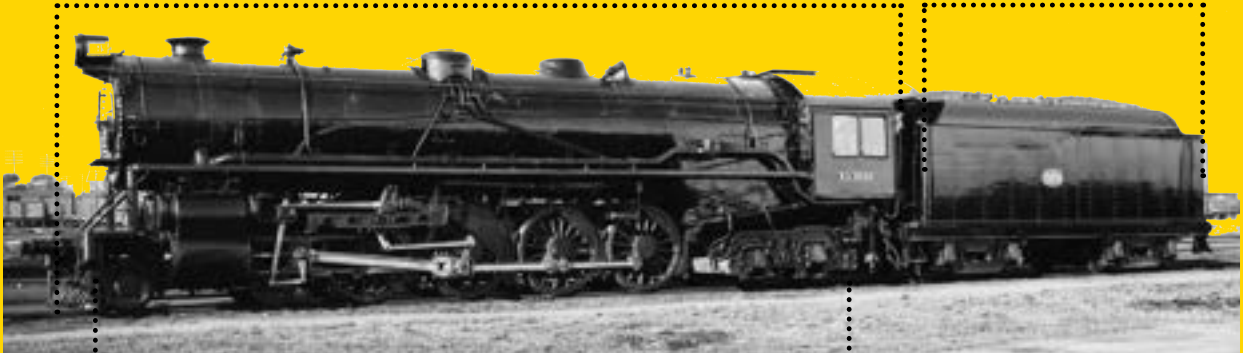
FUNNY WORDS, SERIOUS STUFF

A selection of Australian railway terms you will see around the Museum

Rolling stock: Any railway car and/or locomotive

Locomotive: A locomotive (or engine) is a railway vehicle that provides the power for a train

Tender: A tender (or coal-car) hauled by a steam locomotive and containing the locomotive's fuel (wood, coal, or oil) and water

1

Wheel arrangement: The way in which wheels are distributed beneath a locomotive. For example the Northern type of locomotive has a 4-8-4 wheel arrangement (4 leading wheels, 8 driving wheels, and 4 trailing wheels)

Consist: A group of railway vehicles making up a train

Train: A series of connected railway cars pulled or pushed by one or more locomotives

2

4

Gauge: The spacing between rails in a track. The Museum has broad, narrow and standard gauge rolling stock on display. The little train that runs around the Museum runs on 457mm gauge

Bogie: Rolling stock undercarriage incorporating the wheels, suspension, brakes (and traction motors in powered units)
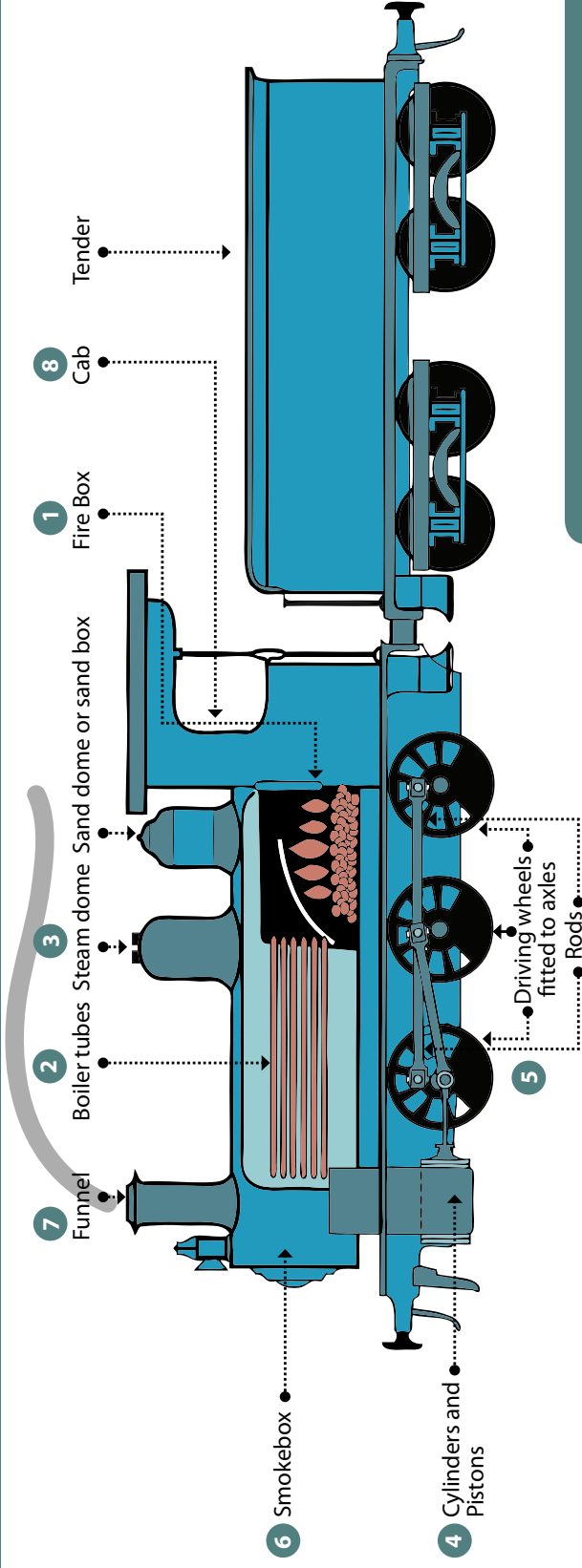

3

1 509 Northern type of locomotive has a 4-8-4 wheel arrangement
Department of Lands, NRM Collection

2 500 class steam locomotive No.504 hauls a large freight consist through Mt Lofty
NRM Collection

3 An Australian National AHBA class hopper wagon clearly shows its roller bearing bogies while standing at Wallaroo
Ian Harvey

4 This section of standard gauge track (1435mm) has just been tamped (had ballast, packed down) and is ready for traffic on 7.6.1972
Department of Transport Australia

How a Steam Engine Works

Labels:
7 Funnel
2 Boiler tubes
3 Steam dome
Sand dome or sand box
1 Fire Box
8 Cab
Tender

Driving wheels fitted to axles
5 Rods

6 Smokebox

4 Cylinders and Pistons

1 Firebox. This is where the fuel (with steam engines this was usually coal) is burned to create heat. Fuel and water is stored in the **tender**. The fireman shovels coal from the tender into the firebox.

2 Boiler. Hot gases produced in the firebox are pulled through a rack of tubes in the boiler. The tubes heat the water that surrounds them to produce steam. The steam collects in the steam dome on the top of the boiler water is forced into the boiler by the injectors.

3 Steam dome. Inside the steam dome are the regulator valve and sometime the safety valve, and whistle. The regulator valve is attached to the throttle in the cab. The engine driver uses the throttle to control the quantity of steam delivered to the cylinders. The safety valve opens to release steam when the pressure becomes too high in the boiler.

4 Valves, Cylinders, and Pistons. Steam is converted to mechanical energy in the cylinders. Entry and exit of steam to and from the cylinders is controlled by the valve gear. The piston in the cylinder is pushed in both directions by the steam. The driving wheels on each side of the engine are connected by a rigid axle.

5 Rods and Driving wheels. The pistons are connected to the driving wheels with rods. As the piston moves back and forth, it moves the rods which then make the wheels turn. In conditions where additional traction is needed, such as times when the railway track is wet or icy, sand held in the **sand dome or sand box** is deposited onto the rails by pulling the **rail sanding lever** in the cab.

6 Smokebox. Spent steam is released from the cylinders through the blast pipe below the funnel. This arrangement produces a reduction in pressure in the smokebox which draws the firebox gases through the boiler tubes. The harder the locomotive works, the more gas is drawn through the tubes, generating more steam.
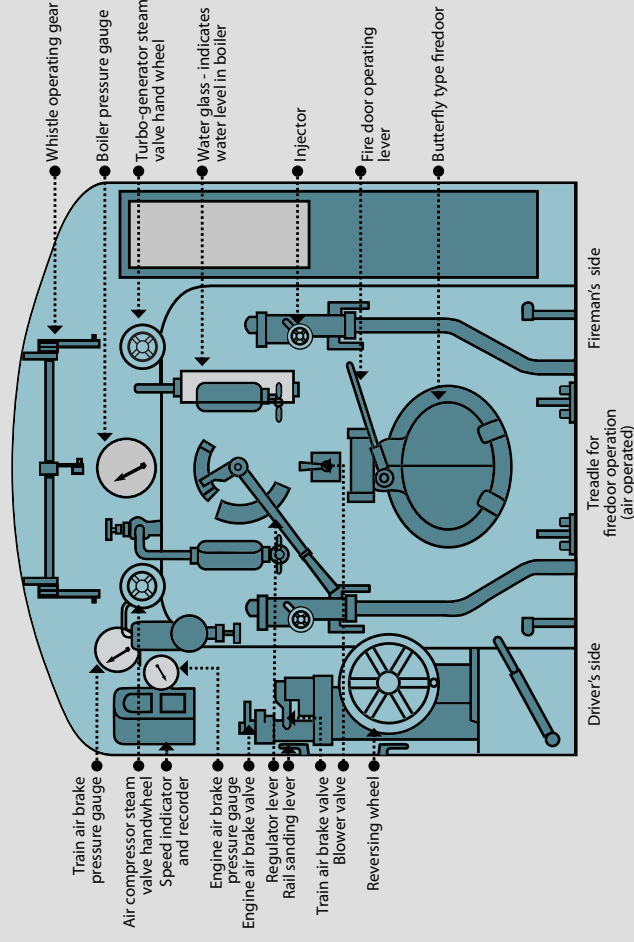
7 Funnel. The spent steam mixes with the gases from the boiler tubes and exits through the funnel. The harder the locomotive works, the more gases and steam comes out the funnel.

8 Cab. The train crew operates the engine from the cab. The fireman's job is to make the steam by controlling the fire in the firebox and the water supply to the boiler. The engineer uses the steam by operating the throttle and monitors the steam pressure, fuel, and water.

Other steam locomotive facts:
Steam locomotive lighting and braking systems are also powered by steam. Electricity for the headlight and other lights comes from a steam powered turbo generator. A steam powered air compressor supplies compressed air for the air brakes.

In the cab of the locomotive

Labels:
Whistle operating gear
Boiler pressure gauge
Turbo-generator steam valve hand wheel
Water glass – indicates water level in boiler
Injector
Fire door operating lever
Butterfly type firedoor

Train air brake pressure gauge
Air compressor steam valve handwheel
Speed indicator and recorder
Engine air brake pressure gauge
Engine air brake valve
Regulator lever
Rail sanding lever
Train air brake valve
Blower valve
Reversing wheel

Driver's side
Treadle for firedoor operation (air operated)
Fireman's side

SAR builders photograph of narrow gauge sleeping car 112 (later named *Baroota*)   *SAR*

Sleeping Car No. 112 - *Baroota*

Car 112, later named Baroota, was built at Islington Workshops as a sleeping car and was issued to the Northern system (along the Peterborough to Broken Hill main line) in May 1900.

Baroota and her 3 sister cars were all first class vehicles and were built to a common design. The cars were divided into six compartments, with capacity to carry 18 passengers. Gentlemen's toilets were located at one end and contained a seat and lavatory accommodation, the other end contained the ladies toilet and two berths. Four intermediate compartments each contained four Pullman style berths, two single seats facing each other either side of a central aisle. Between each compartment was a sliding door, except for the gentleman's end which had a hinged door. Two water tanks were mounted on the roof, one at each end.

In July 1907 Baroota was remodelled at the Islington Workshops and became an observation car. It was fitted with 'Stone's electric lighting', which was a luxury at the time. In 1913 a speed indicator, clock and fan were fitted in the saloon, and it is believed that the car was thereafter used as a Departmental car for the most part. In later years Baroota was used as a standby sleeper car on special trains.

The carriages of the South Australian Railways were renowned for their longevity, so it's not surprising to learn some were 70 years old when large numbers of narrow gauge carriages, such as Baroota, were withdrawn from service.

Built by:	South Australian Railways, Islington Workshops	
Operators:	South Australian Railways	
Number in class :	4	
Placed in service:	28 May 1900	
Withdrawn from service:	25 March 1966 (used on numerous special trains 1966 -1970)	
Entered the museum:	25 March 1971	
	Metric	**Imperial**
Narrow gauge:	1067 mm	3'6"
Length: (over coupling points)	15.04 m	49'4" (46'7"= body length)
Weight:	21.34 tonnes	21 tons

Interior view of car 3 as restored   *R Sampson*

Carriage No. 3

The four-wheeled carriage No. 3 was built in December 1877, as the first of 8 four-wheel carriages for the then new narrow gauge lines in the north of South Australia. Built at the Adelaide Locomotive Shops, No. 3 is only 8.76 metres (28 feet 9 inches) long with axle centres a mere 3.5 metres (11 feet 6 inches) apart. It weighs only 5.74 tonnes (5 tons 15 cwt) but was rated to carry 32 second class passengers.

No. 3 was issued new to the newly established Port Pirie to Crystal Brook narrow gauge line, and spent all its working life on the northern sections. After it was converted into a departmental van, it was stationed for a long period at Quorn, and used on the Great Northern line to Oodnadatta. The bogie coaches came fairly soon afterward and short vehicles like No. 3 were relegated to a secondary place on the main line. Thus it is not surprising to learn that by 1892 it was no longer purely a passenger car, but had also been provided with accommodation for enginemen. By 1895 No. 3 had been equipped with sleeping accommodation but it is not known whether this was an additional modification, or whether it was part of the original change that allowed the carriage to convey off-duty enginemen.

In September 1911 the carriage was finally taken off the passenger list, but this was not to be the end of No. 3's active life, though, as it was then converted for use as an employees' sleeping van, it was reissued as No. 4884 in the goods rolling stock series. In this role it was to continue to see service until 1966, when at the age of 89 years, it was finally withdrawn from all service and was placed in the museum in 1969.

This exhibit is the oldest in the Museum and qualifies as the oldest carriage preserved in South Australia and one of the oldest in Australia.

Built by:	South Australian Railways	
Operators:	South Australian Railways	
Number in class:	8	
Entered service:	December 1877	
Withdrawn from service:	1966	
Entered Museum:	1969	
	Metric	**Imperial**
Narrow gauge:	1067 mm	3'6"
Length:	8.76 m	28'9"
Weight:	5.74 tonnes	5 tons 15 cwt

SAR narrow gauge Commissioner's Car No. 167, Flinders,
is seen stabled at Peterborough in 19

Bill Callaghan Collection

Carriage 144 - *Short Tom*

No. 144 is one of the many narrow gauge passenger cars of the South Australian Railways that were nicknamed *Short Toms* from the 1960s. These narrow gauge passenger cars were introduced in South Australia in February 1883 and ran in country areas in the northern, south east, and Eyre Peninsula regions of South Australia.

The original standard layout of these cars was access from each end with a solid partition dividing the car into two unequal areas. The larger compartment had another internal partition with a door to provide a smaller compartment in the centre of the car for female passengers, in composite cars this was the second class section.

No. 144 was originally scheduled to be built to the standard layout, but instead was opened throughout from end to end with longitudinal seats. It was constructed at Islington Workshops and issued in December 1894 to the narrow gauge system, where it remained until withdrawn from service. In the 1950s until November 1959 No. 144 was used to carry school children between Wilmington and Booleroo Centre, being fitted in 1958 with a hand brake for use as a railcar trailer.

No. 144 was condemned after the construction of the Port Pirie to Broken Hill standard gauge line. No. 144 was purchased by the South Australian Division of the Australian Railways Historical Society and made available for use on the Pichi Richi Railway. It was transferred to the Museum in 1982. The car was extensively refurbished to original condition by the Museum in early 1988, before spending several months on loan to Pichi Richi Railway at Quorn and later in 1988 being returned to the Museum at Port Adelaide.

Built by:	South Australian Railways, Islington Workshops	
Operators:	South Australian Railways	
Number in class:	89	
Placed in service:	18th of December 1894	
Withdrawn from service:	19th of March 1971	
Entered Museum:	8 November 1982	
	Metric	**Imperial**
Gauge:	1067 mm	3'6"
Length:	11.84 m	38' 10"
Weight:	16.6 tonnes	12 tons 8 cwt

Silverton Tramway Company Y class steam locomotive No. 15 is seen shunting flat wagons loaded with cars and trucks at Railwaytown, Broken Hill

NRM Collection

Steam locomotive Y12

The Silverton Tramway Company

The Silverton Tramway Company (STC) was created in the 1880s to operate trains between Broken Hill and Cockburn on the New South Wales/South Australian border because the New South Wales Government refused to allow the South Australian Railways (SAR) to proceed beyond the state's border. For the first five years of its existence the SAR provided the locomotives and crews for through trains from South Australia to Broken Hill and vice versa, from 1 July 1893 the STC worked all trains over its lines under an agreement with the SAR, which lasted until 1970, as to the proportion of rollingstock each system provided for the training operations.

Y Class

The Silverton Tramway chose the proven and reliable South Australian Railways Y class locomotives to haul ore trains from the mines at Broken Hill in New South Wales to Cockburn in South Australia, a distance of 56 kilometres (35 miles). The South Australian Railways provided the train engine for trains onward from Cockburn. The Y class engines were popular with crews, and few alterations were made to them during their lives. After being replaced on the main line from 1912 by the larger A class engines, a considerable number survived, working as shunt engines around the many sidings of Broken Hill and its mines.

Two reasons why the locomotives lasted so long were they only had to haul loads of ore downhill, when heading uphill to Broken Hill they would be unladen, which meant less wear and tear and the locomotive boilers were also filled using local dam water full of natural tannins, a perfect metal preservative.

Y12

Y12 was built by Beyer Peacock at their Gorton Foundry, Manchester, England in 1893, with the builder's number 3536. This locomotive was gifted to the Museum in 1965 by the then General Manager of the Silverton Tramway Company Limited, Mr Lew Roberts.

V class steel 4 wheel louvered van No. 1990
South Australian Railways, Narrow Gauge
A total of 60 vans of this type were produced in South Australia between 1899 and 1923. This type of car was unusual at the time in that it had a steel (instead of a wooden) body, including steel louvers and doors. The initial use of the narrow gauge V vans was for the "carriage of dead rabbits".

Van 1990 was one of the first ordered and was placed in service in October 1899 on the northern lines, where it spent all its working life. With the standardisation of the Port Pirie to Broken Hill line in 1970 and the isolation of the Quorn and Wilmington lines, V 1990 was located on the Wilmington line. In October 1979, after being in service for nearly 80 years, V 1990 was withdrawn from service and purchased by the Museum for display.

This carriage was built around the turn of the 20th century, at this time rabbits had become a serious pest across Australia since an outbreak, which dates to a series of rabbit releases from 1859. This picture shows a rabbit fur trader named Burt Mann with a wagon full of rabbit skins in Walcha NSW, c 1905. Bob the railway dog was reportedly one of a pack of dogs being transported to Carrieton, SA, to exterminate rabbits, when he was adopted by railwayman Mr Ferry.

Source
Gooreen collection, Wikimedia Commons, http://en.wikipedia.org/wiki/File:Rabbit_skins.jpg