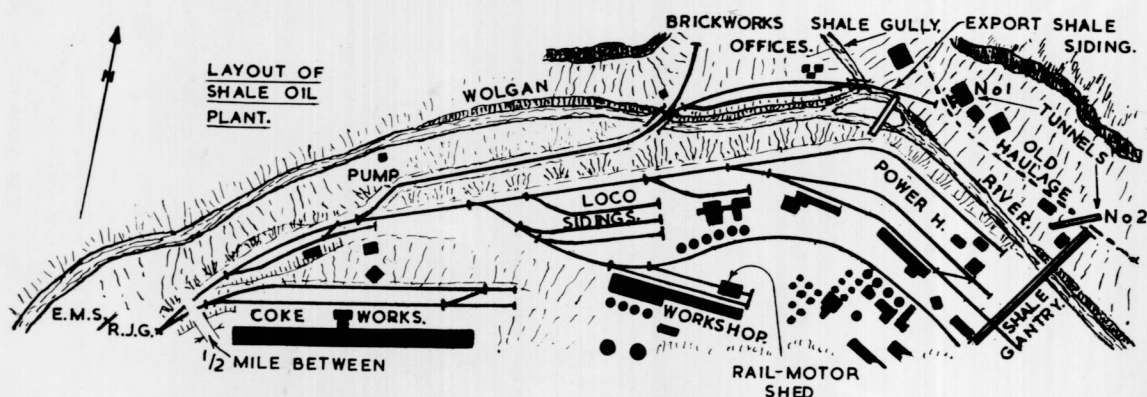


WOLGAN VALLEY RAILWAY.

WORKS AREA 1914.
NOT TO SCALE.



in these early days all construction transport at Newnes was handled by horse and dray combinations.

Coal required for charging the coke-ovens was delivered direct from the mining skips into the disintegrators for crushing, and then elevated to a large storage bin from whence it was fed into the oven charging equipment. The coke-works were almost ready for continuous operation when the railway was completed to the Newnes oil-works in November 1907. The despatch of coke formed the principal traffic over the Corporation's railway at its inception, the product mainly going to the Cobar smelting establishments.

To cater for the coal and coke traffic in its initial development stage a crossover, trailing to Down trains, led to a short length siding which served a high-level loading staith, the structure being little more than a shovelling platform. North of its crossover connection the siding was extended a short distance and so down-graded as to permit wagons to be gravitated to the staith as required for loading.

Products from the colliery and cokeworks were lowered in twenty-seven inch gauge wooden-skips by means of a self-acting inclined-way. It is understood that the skips were marshalled in rakes of three, the loaded skips, on descending the line pulled up three empty skips. This tramway was about four-hundred feet in length and passed beneath the road leading from the coke plant to the oil-works, the road over-bridge being constructed of roughly hewn timber. At first the coke was

hand-packed above the level of the top of the standard gauge wagon body in order to build up a full load which would remain stable under normal transit conditions. This expensive labour-consuming process was overcome when the Corporation was provided with Departmental "D" class four-wheeled wagons fitted with grated extensions to the upper portion of their wooden bodies. These vehicles could carry a load of $8\frac{1}{2}$ to 9 tons of coke without the need for hand-packing. Within a year or so the demand for coke had increased to such an extent that improved railway loading facilities became essential. The short terminal spur at the staith proved a bottle-neck, most difficult to shunt and, as a temporary expedient the Corporation erected another loading staith of more robust dimensions about two hundred feet to the south of the original installation, thus providing more wagon standage. The self-acting inclined-way was taken up and relaid to serve the new arrangement, crossing the earlier formation about midway in its length. A weigh-bridge was installed on the standard-gauge line south of the staith, beyond which some three hundred feet of "Full" standage was provided before the track rejoined the main line, at a facing point to "Down" trains located at about 31m. 40c.

Coal wagons destined for the power-house and retort furnaces at the oil-works were often gravitated in the absence of a locomotive, from the colliery siding under the control of a brakesman. However, the more steeply down-graded Brickworks Siding had to be operated with a locomotive in control of the laden coal wagons.