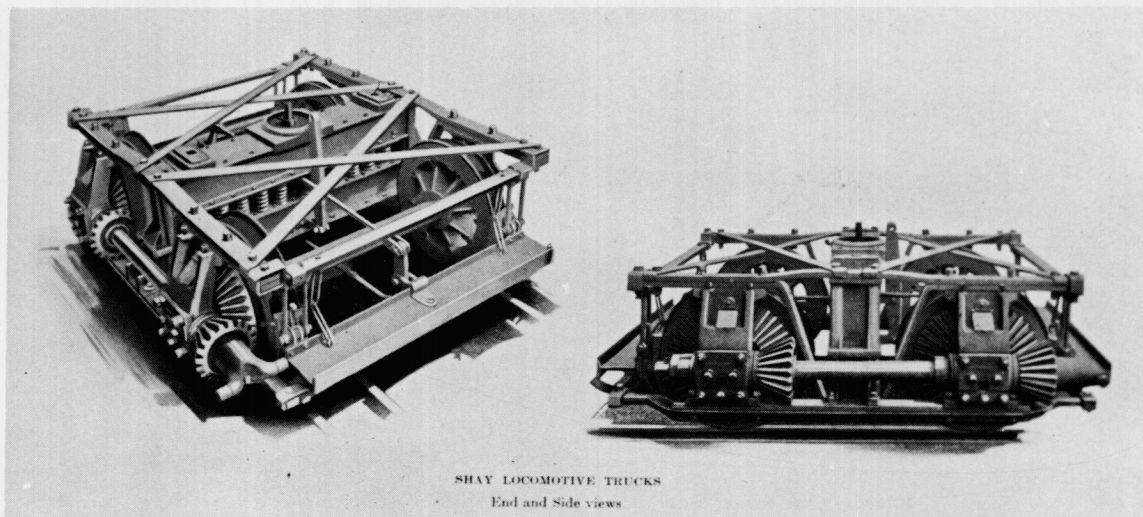


It came into the Railway Department's possession in 1864 where it gained the road number 9 on the Northern locomotive list. In 1888 it had the pleasure of being renumbered 394 and, apart from working on the Nobby's Breakwater at Newcastle, had the lugubrious duty of hauling the funeral trains to and from the Sandgate Cemetery. In 1891 it was relegated to the Duplicate List as No 394X and about 1897 had the dubious pleasure of becoming even lower in the list of unwanted as No 394XX. Now available for hiring the engine saw many adventures of an industrial nature and according to one record saw service on the Wolgan Railway construction as from May 1907, the hiring period evidently being of short duration. It may be of interest to mention that this little hard-worked engine later became known as the "RUST-

LING LILY", although most un-lily like in its appearance.

The third engine was one of the Railway Department's "Q" class 4-4-0 side-tank engines, the road number of which has escaped our notice, likewise the date of its appearance, presumably about 1907, on the Wolgan Railway. This engine was one of a batch of six, road numbers 158 to 163, imported for the Sydney suburban passenger traffic from Messrs Beyer Peacock and Company in 1880, their work's numbers 1909 to 1914. Shortly after its sojourn in the Wolgan Valley this engine and its sisters were fitted with six-wheeled tenders, and later all six had the honour of being sent away for the construction of the East-West Division of the Commonwealth Railways.



*Shay locomotive trucks — illustration from LIMA catalogue of 1911.*

*E.M. Stephens colln.*

### THE SHAY-GEARED ARTICULATED LOCOMOTIVES FOR THE WOLGAN RAILWAY.

For working the Wolgan Railway, with its particularly severe track conditions, a careful review of the available locomotive types was made and, after considering the merits (and cost) of the Shay, Meyer, Mallet, Fairlie, and Garratt, types, it was decided that the Shay be used. Accordingly three 70 (short) ton engines were ordered from the Lima Locomotive Company, Ohio, U.S.A.

*Opposite above:*

These engines were of the three-cylinder three-truck type of the maker's Class "C", and each cylinder had a diameter of 12 inches and a stroke of 15 inches. The engine drove all of the twelve 36 inches diameter wheels by means of a flexible longitudinal shaft and bevel gearing arranged on a 20 to 45 ratio. To allow for track irregularities, and for the pitching and pivoting of the three bogie

*"F" class 2-4-0T locomotive stored with Wolgan Valley Railway vehicles at Newnes Junction, 1935.*

*E.M. Stephens.*

*Opposite below:*

*N.S.W.G.R. S-class No. 394x which was hired for construction work on the railway to Newnes.*

*C.F. Dewey.*