



*The boiler of Shay locomotive No. 1 adapted for stationary purposes in the power house area.*

*E.M. Stephens.*

for her two sister engines, whilst the boiler, lifted into position by the Appleby hand operated crane, was utilised on the still circuit as a super-heater, the unuseable bits and pieces being loaded on to a wagon and shipped out as scrap.

Mr. Deane, in commenting on the wear and tear of the gearing in this type of locomotive, said that it was not as great as anticipated. In fact No. 1 ran for 3½ years without a major overhaul. A report of October 1910 stated that three Shay locomotives were then in service and that an old engine had been completely reconditioned in the Corporation's workshops. One could hazard a guess and say that the latter engine was No. 360 X.

Shay locomotive No. 2 carried work's number 1994 of September 1907 and was assembled at Darling Harbour by the importer, Messrs Gibson Battle and Company, and demonstrated to members of the New South Wales Engineering Association about the end of January 1908, and was presumably worked over the Government lines to Newnes soon after. She was practically intact, but out of service in 1940 and had been almost completely cut up

for scrap by 1956.

Shay locomotive No. 3 (work's number 2100 of July 1908) was apparently in service by January 1909 for, in that month it was reported that a new Shay locomotive had taken two sleeping cars to Newnes, conveying an inspection party of Federal Parliamentarians to the oil-works. No. 3 was in working order at 1940 but had been scrapped by 1956. She had been maintained with parts taken from the earlier engines. It has been said that the boilers of No. 2 and No. 3 were sent round by road to the Glen Davis oil-works and after the closure of this venture were transferred to the Dunmore Quarry at Shellharbour.

These three Shay locomotives, and later No. 4, were imported under the agency of Messrs Gibson Battle and Company of Sydney, and were assembled at Darling Harbour and worked under their own steam over the Government Railway to Newnes Junction and from thence to Constance. It has been stated that on at least one occasion a test load was worked up the mountains as the