



*Cylinder arrangement of Shay locomotive No. 4.*

*late B. Wiles.*

engines were sufficiently novel to attract the attention of locomotives users generally.

The Commonwealth Oil Corporation purchased an 0-6-0 side-tank engine from Messrs Kerr Stuart, their work's number 780 of 1908, for use as a yard shunter between the Marshalling Yard at Mount Wolgan and the various sidings at the oil-works at Newnes. It should be noted that in the early days of the Wolgan Railway the Shay locomotives operated between Newnes Junction and the Marshalling Yards, running light to and from Constance locomotive depot, although, no doubt, when the passenger carriages were attached to the train, they terminated their journey at Newnes Station. When John Fell took over the management of the affairs of the Corporation the light flat-bottomed rail section between Newnes Station and the oil-works was strengthened with extra sleepers and the Shay engines were then permitted

to work beyond Newnes Station. Unfortunately dimensional details of the Kerr Stuart engine are not available but in general appearance she was all that could be desired of an industrial maid of all work. The chimney was of cast-iron with a nicely turned flared top and the dome shade was of the round-topped variety. A neat Ramsbottom safety valve was fitted above the fire-box shell and the small rectangular shaped cab had enclosed front and back plates, each pierced with a pair of circular windows, whilst narrow side-plates with curved corners rested on the side-tanks and bunker, the latter sloping upwards and outwards from the rear buffer plate. Outside cylinders were provided driving the centre pair of wheels. Whilst at Newnes she looked resplendent in a livery of green with black smoke-box and chimney.

With the closure of the oil-works about the 1912 period, of which more anon, the shunting

*Opposite:*

*Former Commonwealth Oil Corporation Ltd. Newnes works engine photographed at Bulli, 1938.*

*E.M. Stephens.*