



ran at terrific speed down the steep grades to Lithgow yard where the signal-man turned it into a siding. Here it jumped over the top of three standing trucks before coming to rest, much to the consternation of those workmen engaged near-by.

There were at least five timber-framed bogie tank-wagons of 5000 gallons capacity, the road numbers being 21 to 25. These vehicles, known as "LONG TOMS", when first issued to traffic were painted an unrelieved dark grey, and had a tall cylindrical dome placed off centre along the length of the top of the tank. In later years the bogie tank wagons came into the possession of the Shell Oil Company and were then painted a rich yellow with the name "Shell" painted in large lettering at each side.

Eight four-wheeled tank-wagons of about 2500 gallon capacity, fitted with centrally placed squat domes, were built by the Clyde Engineering Company about 1912 and given the road-numbers 27 to 34.

For the conveyance of spent sulphuric acid from the oil-washing plant for the treatment of ammonia water at another section of the refinery at Newnes refinery, a small capacity tank wagon, with wood framing, was adapted from an original Hartley Vale tank car. This vehicle was numbered as 9, and it is

believed that there was at least nine others of similar type in service. These wagons had obviously been sent elsewhere prior to our visit in 1953.

For the transport of coke and shale nineteen 32 ton capacity bogie high-sided wagons, called "DREADNOUGHTS" because of their size, were built by the Metropolitan Railway Carriage and Wagon Company, of England, in 1908 and assembled by the Clyde Engineering Company of Granville, New South Wales. These vehicles had steel underframes and wooden bodies, and were fitted with oval shaped buffers. They were numbered 101 to 113, and 115 to 120 inclusive. The dimensions of these vehicles were as follows:- Length over headstocks 36 feet 1 inch; Width 8 feet 8 inches; Tare 13 tons 18 cwts; Wheels 36 inches diameter; Bogie wheel-base 5 feet 6 inches; Bogie centres 26 feet 9 inches. It is of interest to note that the register number of the Railway Department's plates coincided to the private road number, which was far from usual. Most of the wagons were intact at the closing of the Wolgan Railway, however, one or two were destroyed by fire and one was cut down for timber traffic. These wagons were often to be seen in the Lithgow area and plied regularly to Darling Harbour with loads of "Export" shale destined for overseas ports. In August 1942 eleven of these bogie wagons came

*Opposite:*

*"D" truck at Newnes Junction showing John Fell lettering.*

*E.M. Stephens.*