



*Ex-N.S.W.G.R. brake van No. 10860 in use on the Wollan Valley Railway, June 1908.*

*late B. Wiles colln..*

one end, sliding doors fitted with two windows were placed near the other end. They were roofed with corrugated-iron, slightly curved for strength, and held in position by longitudinal battens. It has been stated that on occasion horses were conveyed in these vans, quite a messy business one should imagine. They were also used for passenger traffic at holiday times. On May 19th 1921 we read "Last week an accident occurred on the Newnes line. An oil train drawn by a Shay engine was proceeding up the hill towards the junction and when between the nine and ten mile pegs, three full tanks of oil and the brake-van, by some means, became detached from the train and raced back in the direction of Newnes at a tremendous speed. Over three miles were covered before the tanks became derailed on a short radius curve. Two of the tanks and the brake-van were badly damaged. The third tank was practically intact and about six chains of track was badly cut about". It is surmised that the side ducket of this brake-van was torn away on this occasion and was not replaced. To the end both brake-vans bore the red stencilled circle of the period denoting a "piped" vehicle, although

they were fitted with continuous air-brakes when last seen. When sold to the Australian Iron and Steel Company they both had their wheels, axles, and undergear removed at Newnes preparatory to being transported on a low loader to Wallerawang. Here they were placed on a Departmental flat truck and taken to Cringila where the bodies were used as fettler's huts placed at various locations around the steel works.

To assist with the installation and subsequent maintenance of the plant at the Newnes Oil-works, the Corporation imported a hand operated luffing crane, of excellent design, from Messrs Applebys of London. This handy appliance ran on four wheels but had to be positioned by a locomotive for most of its general use, although it has strayed away from the railed track when the lifting occasion demanded such orthodox use. The crane found a great deal of employment at the retort bench sidings when the bulky retorts had to be lifted from their brickwork surround for examination or repair. A special siding, running the full length of the retort bench, was provided for this purpose. When last seen in 1955 the crane was sited off the