



*The rail motor, prior to reconditioning, photographed at Newnes Junction. The hardy passengers await their open-air adventure trip to the valley. A. Cargill colln.*

There is also mention that the Corporation acquired a steam-operated rail omnibus which was an adaption of a double-decked omnibus, the chassis and mechanism of which had been imported by the Government from Messrs Clarkson Limited, of Chelmsford, England, the body-work being supplied locally by Messrs Angus of Newtown. Four of these units were obtained, two being fitted with single-deck body-work, Nos 1M and 2M, and placed in service as from December 1905 on the Pott's Point to Darlinghurst Junction run. Not proving a financial success they were withdrawn in April 1906. All four vehicles, Nos 1M to 4M, then transferred to the Enmore and Wardell Road service, which, after a month's trial, was also discontinued. In 1907 the four vehicles were sold and written off the books as a costly experiment.

The Corporation purchased No. 3M and placed it in the hands of Messrs Henry Vale and Son, Engineers, whose premises were located at Auburn. Here the upper deck was removed and railway type wheels fitted. The highly placed driver's seat was retained, together with its somewhat ungainly roof structure. No wind-screen was fitted and the driver, when negotiating the Wolgan Railway in the depths of winter, no doubt, was well wrapped up in corn-sacks when the weather was wild, wet, and stormy. This vehicle was fired with kerosene and carried a boiler pressure of 250 pounds per square

inch, the rear wheels being driven per medium of a chain. It has been stated that the Corporation had intentions of using their steam driven omnibus for the conveyance of tourist parties intent on exploring the beauties of the Wolgan Valley and the inspection of the oil-works. Details of this particular steam motor rail-omnibus, in regard to its period of service on the Wolgan Railway, are remarkably meagre. Inquiries made from time to time with employees have elicited little response and it has been questioned that it ever ran on the line under normal traffic conditions.

An 18 horse-power rail-car, built as such, with cross-seating for ten persons, was obtained from England during 1911 and came into use for the conveyance of mails and parcel traffic, especially during the declining years of the Wolgan Railway and was in use as late as 1932. One recorded incident occurred on February 22nd 1912, when the rail-motor, carrying ten passengers to Newnes Junction, collided with a mixed train which had just left the junction for Newnes. The "Motor was thrown back along the line with injury to the engine radiator, the driver, and three passengers. The buffers of the locomotive were slightly displaced". Evidently there was a lapse in the Staff and Ticket Safe-working System, often more honoured in the breach than the observance insofar as the Wolgan Railway was concerned.