

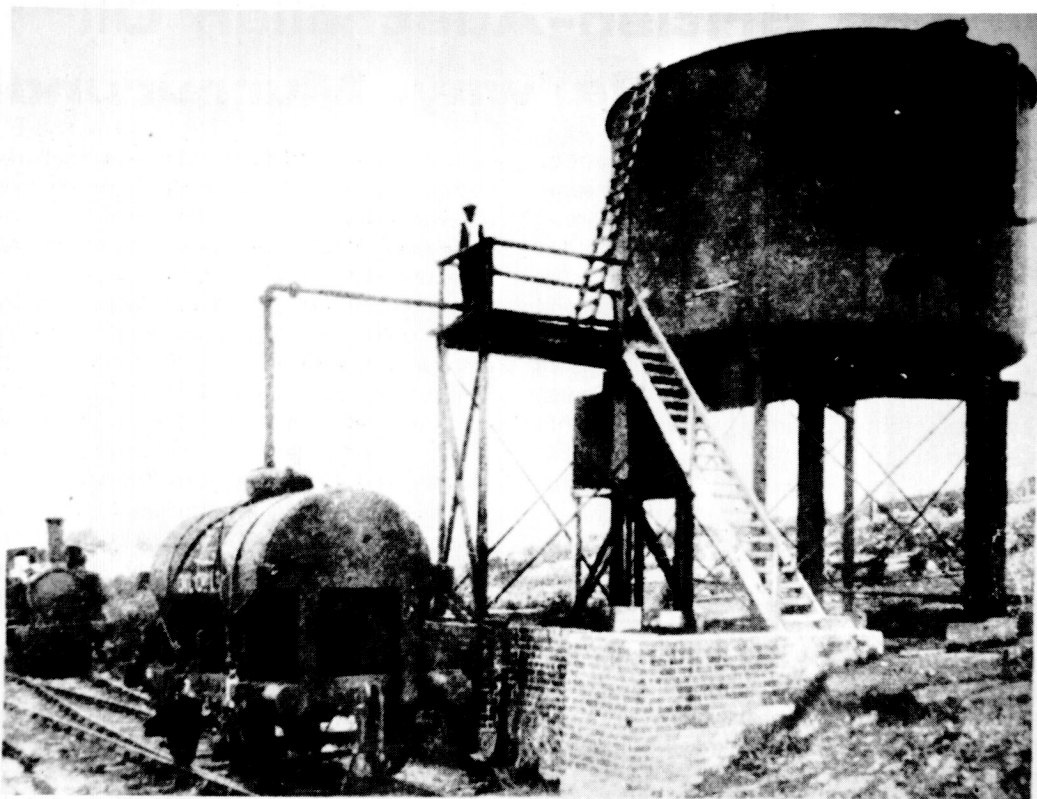
Northern Railway and slewed the oil-works branch junction to join with the Wallangarra end of the new loop. Catch points were provided in the company's line at a distance of 47 yards from its junction point, for the purpose of derailing any vehicle which may break away from the loop siding on to the company's branch line. This precaution was necessary as the branch led away on a steep falling gradient.

The loop siding at Temple Court was operated by the Tablet safe-working system between Murrurundi and Pangela, the signalmen at both stations "holding in together and releasing the key", so that the points could be opened which gave access to the loop line. After the completion of the shunting movement the Key was returned to Murrurundi.

Traffic destined for the Exchange Loop siding at Temple Court was, more often than not, carried forward by the shunting locomotive allotted to the Murrurundi Station yard sidings. The local station-master was empowered to authorise the propelling of vehicles from the Murrurundi yard sidings to the loop siding at Temple Court during daylight

only conditions. The guard or shunter accompanying the shunting trip was required to ride in the brake-van, which "must be the leading vehicle". A speed limit of ten miles per hour was fixed for these special trains, and it was also required that "no Departmental engine of a heavier type than the "J 131" (later 28 class) class must not be allowed on the company's line at the Wallangarra end of the siding". Local information has been obtained that the "J 131" class engines, known colloquially as "CROCODILES", actually worked over the company's branch to the retort sidings at its terminal.

The "J 131" class 2-8-0 tender locomotives, eleven in number, were built during 1879 by the Baldwin Locomotive Works of Philadelphia, U.S.A. They conformed to the typical American design of the period and first appeared on the New South Wales Government Railways in a light blue livery afforded by their Swedish-iron boiler cladding. However, the class was rebuilt in the 1900 - 1910 period when they were provided with Belpaire boilers and a standard type cast-iron chimney. This latter component was quite capable of emit-



*Oil sidings in the works area at Temple Court.*

*G.H. Eardley colln.*