

the contents of the storage tank to gravitate through pipe-lines into the company's four-wheeled rail tank wagons. Eight of these vehicles were specially built for the company by the Clyde Engineering Company, of Granville in 1912. The branch railway, as described, was connected with the Great Northern Railway on June 27th, 1910.

THE BRITISH-AUSTRALIAN OIL COMPANY. TEMPLE COURT.

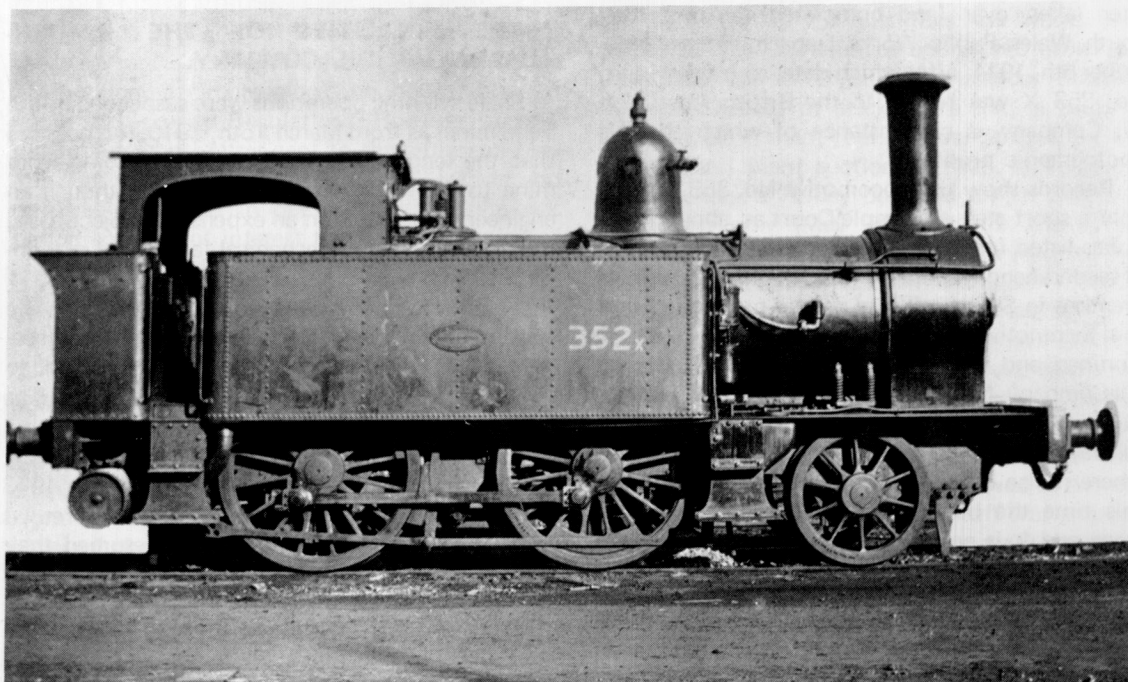
The assets and commercial affairs of the Australian Shale Syndicate which had been developed at Temi and Temple Court were incorporated within the ownership of the newly constituted British-Australian Oil Company, Limited, as from June 24th, 1910. This latter concern imported machinery and equipment for the establishment of a bench of shale retorts at the Temple Court terminal of the aerial ropeway, and also for a refinery for fractional distillation of crude-oil, immediately south of the gas-works adjacent to Woodville Junction at Hamilton, near Newcastle. The wisdom of placing retorts at Temple Court was later seriously questioned when it was stated that the retorts should have been installed at the company's shale mines at Temi and the raw product piped to

the nearest siding on the Government Railway.

The British-Australian Oil Company's refinery near Woodville Junction at Hamilton was served by a siding arrangement connecting at a trailing point with the southern outer end of the shunting neck associated with the Down Refuge nest of sidings curving parallel with the western side of the Islington Loop of the triangular junction at Hamilton. The refinery siding as first laid had a length of 312 feet and held fourteen four-wheeled vehicles. At a subsequent date, presumably when the property came into the hands of the Shell Oil Company, another two sidings were added.

THE HIRING OF THE "F" CLASS LOCOMOTIVE NO. 353 X.

It is understood that the British-Australian Oil Company hired an "F" class 2-4-0 side-tank locomotive, No. 353 X, from Messrs. Goninan and Company, Limited, of Newcastle, to operate their private railway at Temple Court. This engine was built by Messrs. Bever Peacock and Company, of Manchester, in 1885, their work's number 2659, for the Sydney suburban traffic. It was withdrawn from this duty in September 1903 and then led a hum-drum existence as a duplicate stock engine



A sister engine to No. 353x which was hired by the British Australian Oil Co. for use at Temple Court. N.S.W.P.T.C.