



Washaways finally closed the Wolgan Valley Railway. This scour at Pass Creek typifies the damage. E.M. Stephens.

to erect a wire fence across the width of the now constricted valley in order to prevent unauthorised access to their oil-works property. Gates were placed across the roadway and the railway and these were placed under the control of a resident gate-keeper who lived in the adjacent gate-house under the lee of the steep hillside.

NEWNES STATION TO NEWNES OIL WORKS RAILWAY SECTION.

Leaving Newnes Station the railway, now laid with forty-five pound rails obtained from Tasmania in second-hand condition, passed through the previously mentioned gateway and followed a comparatively level straight northerly course alongside the Wolgan River for a short distance, before it turned east and then north-east, to enter the

siding arrangement associated with the oil-works installation at a distance of 32m. 6c., from Newnes Junction. The elevation of the railway at the works was about 1716 feet above sea-level, so that the descent from Summit was some 2200 feet.

The terminal sidings at the Newnes Oil-works form an intricate system of curved dead-end tracks, laid at many different levels along the hill slopes, and in order to understand their arrangement readers should study details of the accompanying lay-out sketchplan kindly furnished by Robert Guthrie. However, there are several sidings which require an explanation and it is unfortunate that precise dates concerning their installation are not to hand.

About 1906 the Corporation commenced sinking a shaft to tap a rich seam of coal which outcropped on their property at Newnes, the pit, surmounted by a seventy feet high pit-head and

Page 145:

Concrete packing to hold up the rock face near the base of "The Bluffs".

E.M. Stephens.