



*The only photograph available of Shay No. 1 clearly showing the nameplate "Constance".*

*G.H. Eardley colln.*

trucks, the use of square sections of shaft arranged to slide freely within driven sleeves, together with several universal joints, was incorporated in the length of the driving shaft. Each driving truck had a rigid wheelbase of 52 inches, the total wheelbase being 40 feet 3 inches. The round-backed boiler was mounted off-centre on the left of the frame, thus creating a lop-sided appearance. At a boiler pressure of 200 pounds per square inch a tractive effort of 29,800 pounds was gained. The weight in working order has been given at about 63 tons.

A stove-pipe chimney of the "Shot-gun" type graced the smoke-box and the boiler-barrel supported a large round-topped sand-dome which fed sand through pipes to the wheels of the leading truck. Behind the sand-dome was a mellow sounding bell swinging, at the pull of a cord, in an ornate bracket. Then came a round-topped shade over the steam dome, whilst on top of the firebox were a pair of spring-loaded safety-valves, each in its own casing, and a "Bull Roarer" whistle of more than sufficient vocal power. The cab was commodious and had two odd sized rectangular shaped windows let into the side sheets. The rectangular bunkers

supported the rear of the cab roof and also, on the driver's side only, a brass plate bearing the name "CONSTANCE". The American nick-name for Shay locomotives is, appropriately enough, "SIDE-WINDERS".

It is interesting to note that if the price of the Garratt locomotive had been a little nearer to that asked for the Shay, an engine of the former type with six-coupled wheels and a tractive power of 38,400 pounds might have been purchased. This would have predated the Garratt on the Dundas Tramway in Tasmania, the first locomotive of this design.

The first Shay locomotive for the Wolgan Railway gained, as was fit and proper, the road-number 1 and carried the work's number 1778 of October 1906. She was placed in service early in 1907 (one report says the 26th March) and was used on construction duties beyond the 8th mile-post, as the rails had by then been laid to this point. This engine was distinguished by deep buffer plates carrying side-chains, the only engine to be so fitted. It was broken up about 1918, the engine components being retained as spare parts