



Shay locomotive No. 4 at the works area, Newnes.

R. Merchant colln.

locomotive was sold to Messrs Hoskins Lithgow Ironworks where it continued its onerous duties until transferred to the Wongawilli Colliery at Dapto in 1919, where as a distinguishing mark of honour it was given the name "LITHGOW". After working hard in many spheres of endeavour the engine, then known as "MOUNT KEIRA No. 3", was cut up for scrap at the Mount Keira Colliery, near Wollongong, in December 1954.

Shay locomotive No. 4 was built by the Lima Company, their work's number 2270 of April 1910, and went into service later that year. She was larger than the other three engines although similar in design. The three vertically mounted cylinders each had a diameter of $14\frac{1}{2}$ inches and a stroke of 15 inches, whilst the gear ratio, associated with the bevel drive was slightly lower,

being 20 to 41. The weight has been given at 90 short tons in American parlance and the tractive power at 40,400 pounds. No. 4 did the bulk of the work on the Wolgan Railway in later years but had a somewhat nasty habit of spreading the rails, staying on the track itself by virtue of its wide wheel flanges; the wheels of the wagons trailing on behind had no difficulty in dropping down between the rails, much to the annoyance of the train crew. When seen on a visit to Newnes during March 1953 locomotive No. 4 was in a derelict condition, and although the boiler was still in-situ the firebox and tubes had been removed. The cylinders and their components had been dropped on their side and were partly dismantled and scattered round about. The cab was incomplete and showed evidence that at various times it had

Opposite:

Shay locomotive No. 4 at Newnes, 1937.

E.M. Stephens.