



The steam rail bus as converted for use on the Wolgan Valley Railway, photographed at Henry Vale and Son's works at Auburn. N.J. Thorpe colln.

rails, in the midst of the demolition of the powerhouse building and its equipment. It is presumed that the crane was later cut up for its scrap content. It was listed as C.O.C. 14.

There were also at least some fifteen miscellaneous vehicles but only a few of these could be traced in 1932. Of these Nos 2, 8, and 13 were pairs of small timber flat wagons, purchased from the Railway Department and built at the Clyde Engineering Company in 1900. They were remnants of other vehicles scattered about and these presumably, carried the missing rolling stock road-numbers.

By arrangement the rolling stock of the New South Wales Government Railway Department was permitted to run on the Wolgan Railway, consequently a great deal of traffic to and from Newnes was carried by these "foreign" vehicles. The Station-master at Newnes Junction was en-

joined to personally examine each and every Departmental vehicle after its return from the Wolgan Railway to check if it was roadworthy, a circumstance caused by derailments which appeared to be rather frequent, particularly so with the "S" class open four-wheeled wagons which were somewhat on the rigid side and did not take kindly to five-chain radius curvature.

THE WOLGAN RAILWAY RAIL-CAR EQUIPMENT

There is mention that the Commonwealth Oil Corporation adapted a small motor-car for rail operation in the early days of the line, presumably for official use and inspection duties. Unfortunately our knowledge of this vehicle is slight.