



*Oil storage tanks for Glen Davis oil at Newnes Junction, circa 1940.*

*Lithgow Mercury.*

prove their bonafides and guarantee a capital of £100,000. Later in the same month instructions were given to close the oil-works at Newnes.

In the following month the Federal Government received an offer from Messrs. Treganowan and Chambers, of Melbourne, to take over the oil-works at Newnes. The offer was recommended on June 7th, 1932 and arrangements were made for an official function to celebrate the occasion, to take place at Newnes on June 28th, 1932. The condition of the Wolgan Railway was closely inspected by Departmental officers, one gentleman walking the full length of the track and another travelled the distance on a special train and checked vehicle clearance in the tunnels and cuttings. On the great day a special train left Newnes Junction for Newnes with a Shav locomotive and three American type bogie end-loading carriages.

This train was derailed some five miles out from Newnes Junction due to the track spreading, the last two carriages coming off the track. These were uncoupled and some of the passengers were accommodated on the tender of the engine and others on the motor carriage which had been pressed into service. The incident created a tremendous amount of excitement amongst the two-hundred guests at the time and a few red faces were apparent amongst those officials whose duty it was to see that such an event should not happen. Unfortunately the new company was unable to raise the finance necessary to take over the works, it being broadly hinted at the time that the ever watchful oil-importing interests were largely responsible for this state of affairs.

Both the Federal and State Governments, according to press mention made on February 9th,

*Opposite:*

*The first shipment of oil from Glen Davis being loaded at Newnes Junction, circa 1940.*

*Lithgow Mercury.*