



Ex-British Australian Oil Co. wooden framed oil tank wagon No. L977. The oval iron plate reads "To be returned to Murrurundi when empty."
E.A. Downs.

until September 1910, when it was sold to Messrs. Goninan and Company. According to the one time partner of this latter concern No. 353 X was hired to Messrs. Smith and Timms for construction work on the third section of the North Coast Railway, between Gloucester and Taree. This contract was later taken over (and completed) by the New South Wales Public Works Department on November 6th, 1911, after which date, so it is thought, No. 353 X was rented to the British Australian Oil Company, a circumstance of which there is photographic proof.

Records show that locomotive No. 353 X made only a short stay at Temple Court as, about 1914, it was listed for sale by Messrs. J.E. Toole, a firm of second-hand machinery merchants with business premises in Sydney. These people mentioned that the locomotive had been received from Messrs. Goninan and Company ex the British Australian Oil Company, Murrurundi. The engine next appears at the Corrimal-Balgownie Coal Company's private railway on the South Coast of New South Wales, where it also had a short life. It is evident that at this time the boiler must have been in a sorry stage and it is presumed that the engine was sold for scrap, as no further trace of other movements, or owners, has been discovered by the writer.

Locomotive No. 353 X formed one of a batch of twelve, road numbers 351 to 362 of Class "F". The inside cylinders, two in number, each had a diameter of 15 inches and a stroke of 22 inches.

The leading wheels had a diameter of 43 inches and the coupled wheels, 61 inches. The boiler had a total heating surface of 900 square feet. The weight was 38 tons 12 cwt., and the tractive effort has been given at 13,300 lbs.

THE FINALITIES OF THE BRITISH-AUSTRALIAN OIL COMPANY.

Shale winning operations were suspended at the Temi mines as from March 15th, 1910. It is possible that the lengthy overhead ropeway leading from mine to the retorts at Temple Court, although an engineering triumph on an expense no object basis, may have proved a mechanical failure and extremely costly to maintain. Mention was made in 1911 that the company were obtaining their shale supplies from Doughboy Hollow, a delightful place-name that unfortunately has been changed to Ardglan, after a place in Scotland. It may be assumed that the mineral was transferred by rail from Doughboy Hollow to the Temple Court Exchange Siding, a distance of six miles. In 1913 the company erected a second bench of retorts at their Temple Court depot and resumed their mining activities at Temi. According to a press notice published in 1913 the affairs of the British-Australian Oil Company were financially unstable, "largely due to mismanagement and an absentee manager". The advent of the 1914-1918 War brought company operations to a close, it