

Stub derail in private siding at Torbane, April 1954. E.M. Stephens.

presumed that steam to operate the pump was obtained by means of a temporary pipe connection to the boiler of the locomotive.

Leaving the water-tanks the still down-graded track passed through a cutting four feet in depth before curving to the east where a drainage channel was crossed by means of a single span timber opening approached by banks some four feet in height. Proceeding eastwards the up-graded line passed through grass-land, good sheep country, to reach a second channel before gaining the unmade Capertee to New Hartley private road which was crossed on the level. The railway now curved northwards and then to the north-east where it was confined within the clay walls of a cutting some ten feet in depth excavated through a western shallow spur of the adjacent Airly Mountain, It would appear from the evidence afforded by a tangle of rusty wire haulage ropes draped over the landscape and sundry pieces of light rail and other

metal bric-a-brac that the eastern bank of this cutting was utilised for shale loading purposes at one period.

Continuing on its north-easterly course the railway reached a second cutting through a ridge which formed the divide between the Airly Creek and Oakey Creek watersheds. It may be mentioned that both streams are tributaries of the Colo River which flows into the Hawkesbury River near Wiseman's Ferry. Beyond the crest of the ridge the line crossed a high embankment which, divided about half way in its length by a deep twenty-foot span timber opening over an oftimes dry water-course, curved sharply to the north-west. Now down-graded the track entered a short cutting and commenced to wind its way over a series of alternate embankments and cuttings as it traversed the lower slopes of several steep-sided spurs jutting out north-westwards from the massif of Airly Mountain. On top of a twenty-foot bank the way curved to the east to enter a lengthy cutting where



Warning disc on the private line near Torbane Siding, April 1954. E.M. Stephens.