





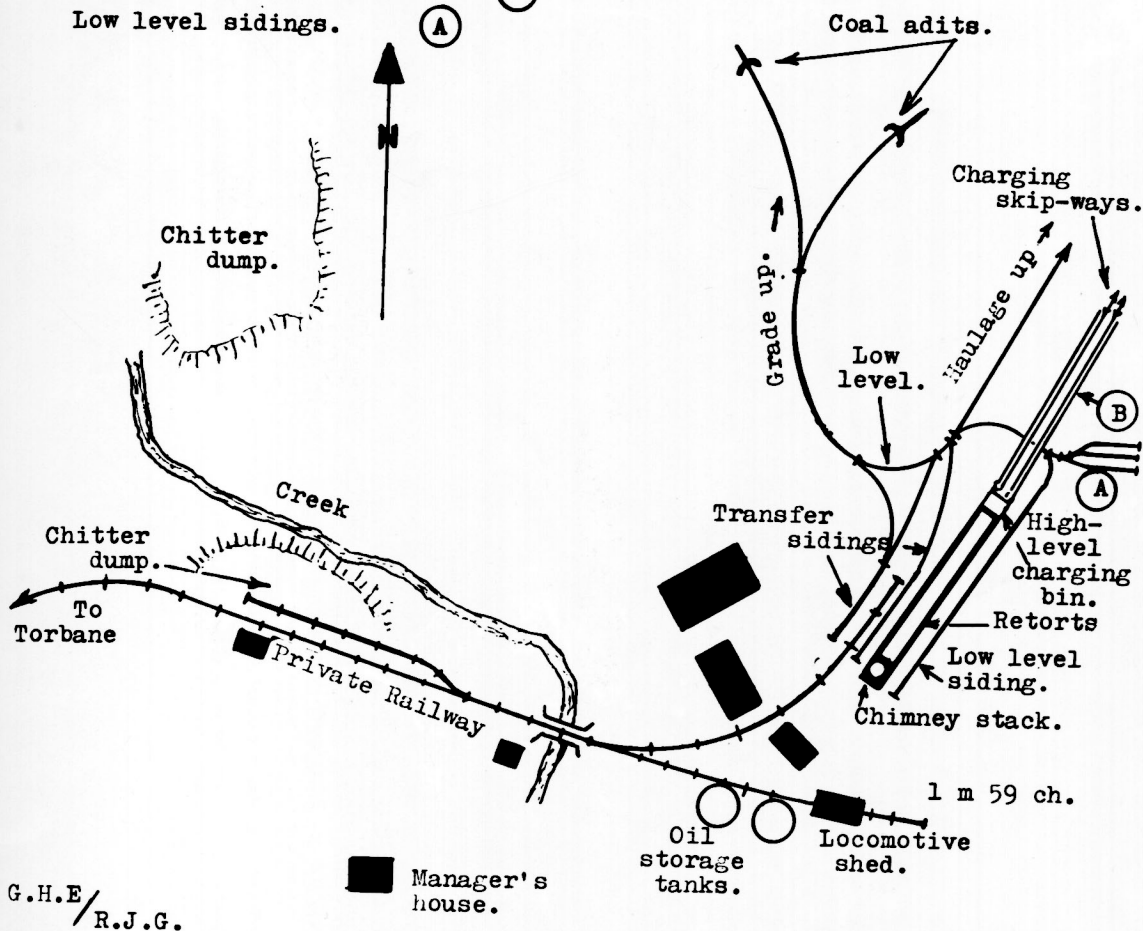
**TORBANE OIL WORKS STANDARD GAUGE RAILWAY AND
NARROW GAUGE SKIPWAYS. BASED ON SITE INDICATIONS.**

(E & O.E)

Not to scale.

LEGEND.

4ft 8 $\frac{1}{2}$ in gauge track, thus; 
Narrow gauge skip ways, Thus; 
High level rope haulage way (B) 
Low level sidings. (A) 



G.H.E/
R.J.G.

the route turned south-east to follow the base of the northern hill slopes of Airly Mountain and gain the entrance gate of the oil retort enclosure.

At a distance of one mile forty chains from the junction at Torbane Station a trailing point to Down trains served a short dead-end spur laid on the northern side of the company's railway. It is thought that this spur was in use for ash and other residual disposal purposes. Beyond the training point the main line curved to the east and crossed a single span log bridge over a water-course which flowed into Torbane Creek before entering a facing point. The straight leg of this facing point led for-

ward as a dead-end siding and was straddled about the centre of its length by a locomotive shed of small dimensions. Two large capacity oil storage tanks abutted on to the alignment of the engine road and it is evident that apart from housing the company's locomotive the spur served the purpose of a loading road where the company's oil tank wagons were filled. The curved leg of the facing point sent its dead-end siding along the northern side of the huge shale retort complex to terminate beneath an elevated staith devoted to the loading of "Export" shale at a distance of one mile sixty-eight chains from the junction at Torbane Railway