



*Airly homestead at Torbane. 1972*

*G.H. Eardley sketch.*

south-westwards into an adit, after which, at the same distance, a second facing point did likewise, the straight leg of the latter point continued southwards for a short distance as a siding which terminated near the upper edge of a steep-sided gully. There may have been other adits placed along the route of the skipway just described but evidence of their existence was not forthcoming at the time of our visit made during 1955. The single tracked extension was operated by horses and when traffic was brisk rakes of up to thirty wooden-sided four-wheeled skips were hauled by three horses, harnessed in tandem fashion, to the sidings serving the cable haulage section.

#### **RE-ROUTING OF THE CABLE HAULAGE TRAMWAY AT TORBANE**

The original cable haulage skipway did not prove altogether satisfactory in its operation and

considerable trouble was experienced with skip derailments, so much so that they brought about a temporary closure of mine activities whilst an alternative route was implemented at a short distance to the south. In May 1900 the new inclined way, later laid with a double track, was opened for skip traffic and was noted as "working fairly well".

The new inclined way was also constructed with the same steep grades but passed through the intervening mountain spur at a much lower level by means of a tunnel. From the portal of the tunnel the eastern section of the haulage followed the contours of the hill-slope at a higher level than the former route, the latter being met at a junction placed in the vicinity of the winding engine. A sad incident occurred during 1911 when a man and his wife ventured into the tunnel and were overtaken by a rake of skips. The man was killed outright and the woman subsequently died in hospital from her injuries.

#### *Opposite:*

*The cable haulage skipway on the Northern side of Airly Mountain, 1906.*

*N.S.W. Govt. Printer.*

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*View from near the mine entrance on the Northern side of Airly Mountain, 1906.*

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