



Here she comes

leaving only a large cutting to complete before access could be gained to the work's site. The construction of the railway in so short a time as 12 or 13 months was undoubtedly a remarkable effort.

Sufficient second-hand rails of the 75 pound double-headed chaired type were purchased from the New South Wales Railway Department to lay as far as 28m.60c., and the balance of the line was laid with second-hand flat-bottomed rails purchased in Tasmania. Mr. Deane described these as 60 pound rails but weight of evidence suggests that they weighed only 45 pound per yard. Twelve thousand sleepers were purchased and the balance cut at the Corporation's saw-mill at Murray's Swamp. Sleepers were laid at nine per eight yard length for the chaired rail and eleven per eight yard length for the flat-bottomed.

Formation widths and tunnel clearances were in accordance with the New South Wales Railway Department's standards of the period, except that the tunnel haunches were widened to allow the longest passenger carriage on the Government system to pass through on the five chain curves.

The line originally laid was unballasted,

except in clay formation or in hard cuttings but ballasting was gradually carried out with local sandstone (which is of a rather soft nature) or with coarse sand as circumstances required.

Substantial log culverts were provided where the line crossed the watercourses and, in some places on the steep grade, special arrangements were made to divert the water to places where the culverts could be placed on solid ground. The two tunnels on the line were driven through sound rock and were, consequently, unlined.

Mr. Deane stated that the cost of the line, exclusive of rolling stock, was £4000 per mile, or roughly £130,000 for the complete railway. If a line of equivalent construction with 12 chain radius curves and 1 in 40 grades had been required, the cost would have been nearer £16,000 per mile.

I have, perhaps, dealt rather more fully with the design and construction aspects than is usual but it should be borne in mind that, for its day, the Wolgan Valley Railway was quite an achievement from the civil engineering point of view, in the light of the low cost of construction, coupled with the difficulty of the country traversed. The