



*Above:
The junction points at 3 Mile
Siding. E.M. Stephens.*

but belonged to the middle period of the railway's life and led to a small bush saw-mill, engaged in the cutting of mining timbers. The line rose to the summit, with grades of 1 in 30-33, and some counter grades of 1 in 50. At the top of the ridge there was a crossing loop on the Down side named SUMMIT, 990 feet in the clear. This loop was mainly used for timber loading, as there were few crossings made.

From Summit, the line began to descend an almost continuous grade of 1 in 50, over sharp curves, to 12m. 20c., where MURRAY'S SWAMP was crossed on a timber culvert. A few chains further on was SAWMILL or 12 MILE SIDING, trailing to Down trains and leading slightly down grade to the sawmill, used for cutting the bulk of the timber for the construction of the line, the oil-works, and the Newnes township. The extensive pine plantations of the Newnes State Forest



*Right:
Summit Crossing Loop (7
miles). E.M. Stephens.*