

Portal of No. 2 tunnel, Sydney end. A. Stewart colln.

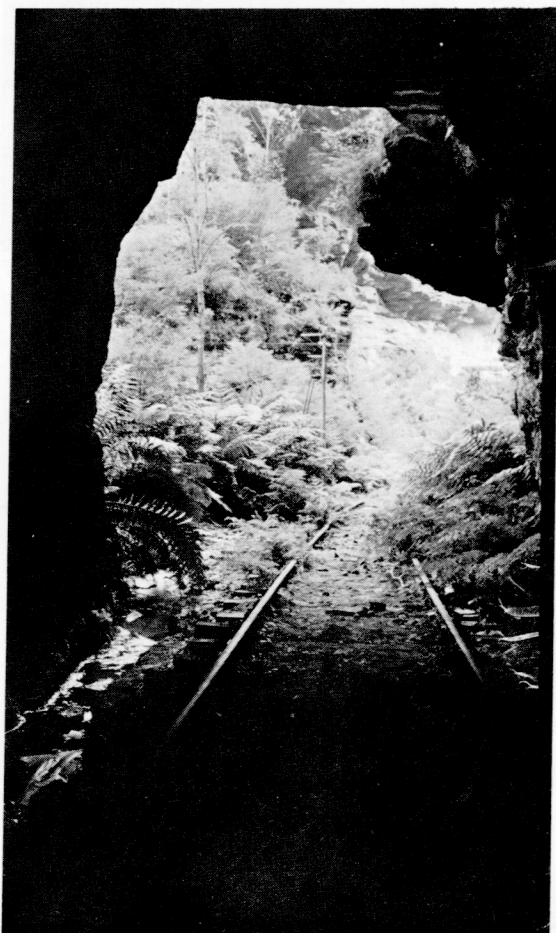
blasting had been necessary to provide sufficient width for a crossing loop, known as the "24m. 10c. Loop", for want of a more imaginative designation. The entrance to the loop was controlled by a Down Home signal of Mackenzie and Holland pattern and a Staff Hut was placed on the western side of the loop towards its northern end. The Up Home signal was erected at a short distance to the south of the entrance portal of the un-lined No. 2 Tunnel. The loop tracks were both sharply curved in their length and laid on the ruling grade of 1 in 25, not a very easy place to work traffic but, in later days, the points at the tunnel end were removed. Hereabouts the Penrose Creek followed its natural channel at the base of two opposing steep hill slopes before being forced by a third end slope to turn sharply at right angles to meet the railway once again as it emerged from No. 2 Tunnel. This particular section of the rock-bound stream, together with a short continuation beyond the tunnel, is known as BELL'S GROTT, of

which more anon.

Great credit must be given to the surveyors of the Penrose Creek Gorge section of the Wolgan Railway, Messrs Marshall and Amphlett, who carried the line, on a constantly descending gradient through this wild mountain enclosed valley. They worked off the cuff so to speak, plotting the route so as to take advantage of every possible natural feature in a difficult labyrinth of beetling cliffs and water-worn ravines, all in such close proximity.

FROM NO. 2 TUNNEL ONWARDS TO NEWNES RAILWAY STATION.

The Second Tunnel, 1320 feet in length, curved to the north-west, its centre section thus becoming as black as Egypt's night, the only illumination being afforded by points of cold light given out



Portal of No. 2 tunnel, Newnes end, January 1934.

E.M. Stephens.