



The incline to the new pit at Joadja. This was used to bring the shale to the retort house.

G.H. Eardley colln.

these gates where, no doubt, the little engines could recline in their off-duty moments under the watchful eye of the gate-keeper, and also obtain their water supplies from Joadja Creek which flowed merrily nearby.

THE JOADJA TO MITTAGONG 3 ft 6 in GAUGE RAILWAY

An application was made by the Australian Kerosene, Oil and Mineral Company to the New South Wales Government for an extension of the State standard gauge railway from Mittagong to link with the company's depot at the head of their privately owned haulage system near Joadja. After investigation of the proposal and its possible revenues had been made the Government refused to entertain the proposition, consequently the company was forced to make its own transport arrangements. It was then decided to construct a 3 feet

6 inches gauge railway, linking with their existing haulage system, to a depot to be established at the western side of the Great Southern Railway, at a distance of about half a mile south of the Mittagong Railway Station.

Unfortunately the company was not successful in obtaining the necessary right-of-way through private lands at the eastern section of their projected route, consequently they had to erect a temporary depot at Mandemar, a straggling settlement in the vicinity of the Wombeyan Caves Road, some seven miles west of Mittagong. From this depot, as of yore, the company's products had to be transferred to road vehicles for conveyance to the Mittagong railway goods yard.

Construction cost were kept to a minimum by laying the track mainly on the surface of the land with very few earth works. There was no need for crossing loops or wayside stations and sidings as the line passed through virtually uninhabited bush