

down the haulage way formation, a journey not recommended to the womenfolk. The banksman at the head of the haulage, by all accounts, kept a watchful eye on people trying to enter the valley (which was private property) without permission. Out of work Sassenach's seeking employment, and hawkers and canvassers, were given short shrift by this truculent Scotsman and, in most cases, they were forced to return to Mittagong, either by foot or by the company's train.

THE EXTENSION OF THE COMPANY'S RAILWAY TO MITTAGONG

The necessary legislative sanction to build their railway extension over privately owned lands to a terminal siding at Mittagong was obtained by the company on March 18th 1880, when an Act, known as the "JOADJA RAILWAY ACT OF 1880" was passed by the Parliament of New South Wales. This second section of the Joadja Railway was essential to the well-being of the company as its construction would eliminate the heavy transshipment costs at Mandemar and also those incurred by the road carriers onward to Mittagong.

The extension railway crossed over the Wombeyan Caves Road (then little more than a bush track) on the level and followed the northern alignment of that road in a general easterly direction for several miles, crossing on the level enroute the bush track leading to Jellore and Spring Hill. A certain amount of cut and fill was encountered to maintain a workable grade but these earthworks were kept to a minimum, the line for the most part following the lay of the land. Near the junction of the Wombeyan Caves and the Berrima roads the rails turned south-eastwards to skirt the southern bank of what is now the Mittagong No 2 Reservoir (formed by a dam constructed across Nattai Creek) after which the Mittagong Road (now portion of the Hume Highway) was crossed on the level and its southern verge was followed in an easterly direction to climb the steep grade of the hill divide between the Nattai and Gibergunyah creeks. When clear of the crest of this hill, an outlier from Oxley's Mount, the line curved to the south-east and descended through grassed grazing country into the valley of Gibergunyah Creek. Two shallow cuttings were entered in succession followed by two equally shallow embankments. Then, on a wide curve to the east, came a high embankment with sufficient width at the top level to carry two tracks side by side. However, it is not known as to whether a crossing loop, or a loop siding was located at this place. A trestle bridge over Gibergunyah Creek was followed by an embankment

over its flood channel, after which came a cutting excavated through a low spur and another embankment divided to cross the headwaters of Gibraltar Creek. The minor bush track known as Government Road, and later as Lyell Street, of which more anon, was then crossed on the level after which the railway made a sweeping curve, in semi-circular fashion, first to the north and then to the north-east to cross the main Bowral Road on the level before entering the fenced confines of the company's terminal sidings. The entrance gate is marked today by the boundary fence at the northern end of the Caltex Oil Company's Depot.

THE COMPANY'S TRANSFER TERMINAL AT MITTAGONG

The narrow-gauge terminal sidings at Mittagong were arranged along the crest levels of a shallow hillock below the western flanks of Mount Gibraltar and approached by an ascending gradient which called for much huffing and puffing of the little locomotives. The train from Joadja left the carriages and covered vans on the main line and headed northwards into a dead-end arrival road. When clear of the entrance point the coal and the shale wagons were propelled southwards over a cross-over set of points to an elevated transshipment wharf, built along the top of a cutting. This structure had a length of approximately three hundred feet and so arranged as to permit the contents of the wagons being easily shovelled into the standard-gauge wagons marshalled on a siding at a lower level. Departmental four-wheeled open trucks of the "A", "B", and "D" coding were in general use for this class of traffic. On the eastern side of the company's arrival road was the tranship siding (running parallel with the Departmental siding extension) which was cross-connected with the main line from Joadja by means of two opposed cross-overs. Between these crossovers the tranship siding passed through a large tranship shed which allowed case kerosene and general merchandise to be handled under covered and protected conditions. The northern end of the tranship siding, when clear of the trailing cross-over from the main line, entered and traversed the full length of a storage shed for the company's products. The southern end of the same road, beyond its trailing connection with the main line divided into two short standage dead-end sidings. A locomotive running shed was placed at the northern side of the main line within the yard precincts, the shed being entered on its eastern side from a trailing point against trains arriving from Joadja.

The tranship yard sidings, by their arrangement