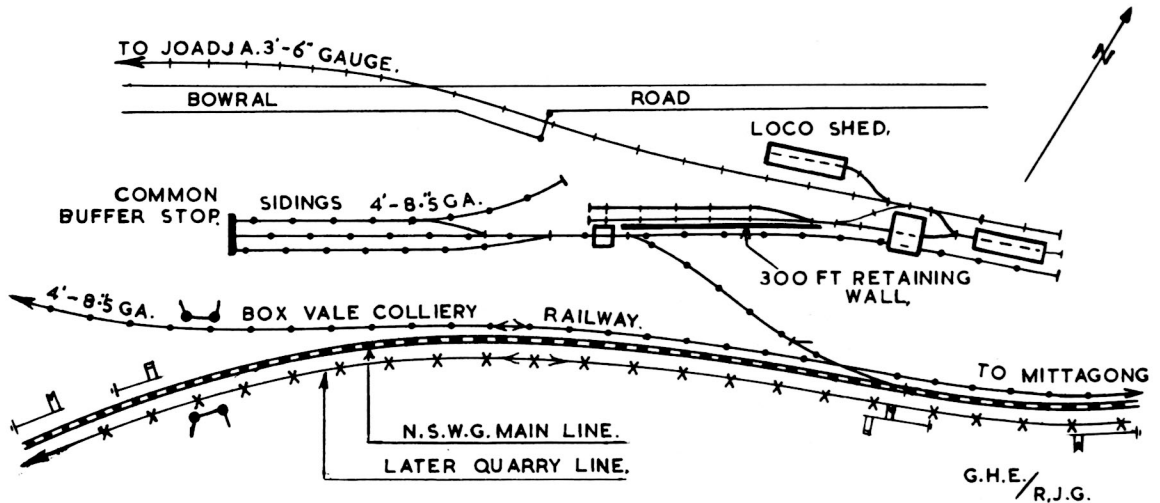


JOADJA TRAMWAY MITTAGONG TERMINUS.

NOT TO SCALE.



and lack of engine run-round facilities, would have proved most difficult to shunt and one can only surmise that recourse to much gravitation of the vehicles had to be made, also the constant use of a tow-rope and push-bar. It is also possible that the services of a shunting horse may have been necessary.

THE DEPARTMENTAL SIDINGS AT THE JOADJA TRANSHIPMENT DEPOT

The Joadja Transhipment Sidings, placed at some half a mile south of Mittagong Railway Station, were located at a distance of 77 miles 15 chains (original mileage system) from Sydney and came into operation on June 25th, 1880. Passengers to and from the Joadja Railway had to make their own way between Mittagong Station and the Transhipment Depot. The majority of people, particularly the women-folk, traversed the Bowral Road, whilst others paced the sleepers of the Government Railway. The Joadja Railway was opened for traffic in November 1880.

THE DEPARTMENTAL SIDINGS AT MITTAGONG SOUTH

As far as can be ascertained at this late date the Departmental sidings at the Joadja Transhipment Depot near Mittagong consisted of three short dead-end tracks approached in the Down direction

from the single main line of the Great Southern Railway. These three sidings collectively provided standage for thirty-eight four wheeled wagons and were down-graded in their length, being terminated at a substantial buffer stop, the length of which straddled all three tracks, a most unusual arrangement.

The westernmost siding had a northern dead-end extension which entered a transhipment shed where cased and general merchandise could be transferred from and to the narrow-gauge vehicles under protected conditions. At the southern end of the westernmost siding a short dead-end spur led north-west and came into use for the transference of bulk coal and shale, these minerals being shovelled down from the narrow-gauge wagons placed at a higher level. It is surmised that shunting of the Departmental wagons was also carried out by horses, and these vehicles, when loaded, were placed in either the central or the eastern dead-end sidings to wait further transit over the Departmental railway system.

The entrance point to the Joadja Transhipment Sidings from the Departmental Main Line was at first controlled by a track-side frame which, however, was soon replaced by an interlocking system whereby the entrance point and its protective catch-point were operated by a Key taken from the Station frame at Mittagong. Further protection was afforded on March 1st 1911 when a