



*Joadja locomotive No. 3, Andrew Barclay B/N 222-1880. A rather poor photo taken in later years at Bonville, N.S.W.  
G.H. Eardley colln.*

diameter of 10 inches and a stroke of 18 inches. The coupled wheels, six in number, had a larger diameter, a circumstance which necessitated the provision of shallow spashers on the upper face of the running plates. Messrs Andrew Barclay built the engine in 1880 and it carried their work's number 222, according to the previously mentioned London authority.

### THE JOADJA MINING VILLAGE

It was necessary for the company to provide housing accommodation, together with shopping and social amenities, for their employees and other members of the community living in comparative isolation within the steep-sided walls of the Joadja Valley. To this end streets were formed, brick works established, and a large number of substantial, if purely functional, brick houses were built. They mostly conformed to a double-fronted pattern with centrally placed entrance doorways, a galvanised corrugated iron roof covering three rooms and a wash-house or scullery, the latter being usually provided with a brick paved floor. To prevent damp the outside walls were liberally white-washed and cooking facilities were provided

system of semaphore signalling controlling the approach to the junction in both directions came into operation.

According to information supplied by the late Cyril Singleton it was customary, in the absence of engine run-round facilities to propel trains from Mittagong Station yard to the Joadja Transhipment Sidings, a distance of about half a mile, the brake-van being the leading vehicle. This local shunting movement was carried out under the protection of the Train Staff for the section Mittagong to Bowral.

### THE THIRD NARROW-GAUGE LOCOMOTIVE AT JOADJA

The company imported a third narrow-gauge locomotive to operate their system between the sidings at the base of the main haulage and their various retorting and refining plants set out on the floor of the Joadja Valley. This locomotive was housed in the previously mentioned engine shed erected against the northern side of Joadja Creek. It conformed, in outward appearance, with the company's second engine but had greater power, being fitted with outside cylinders which had a