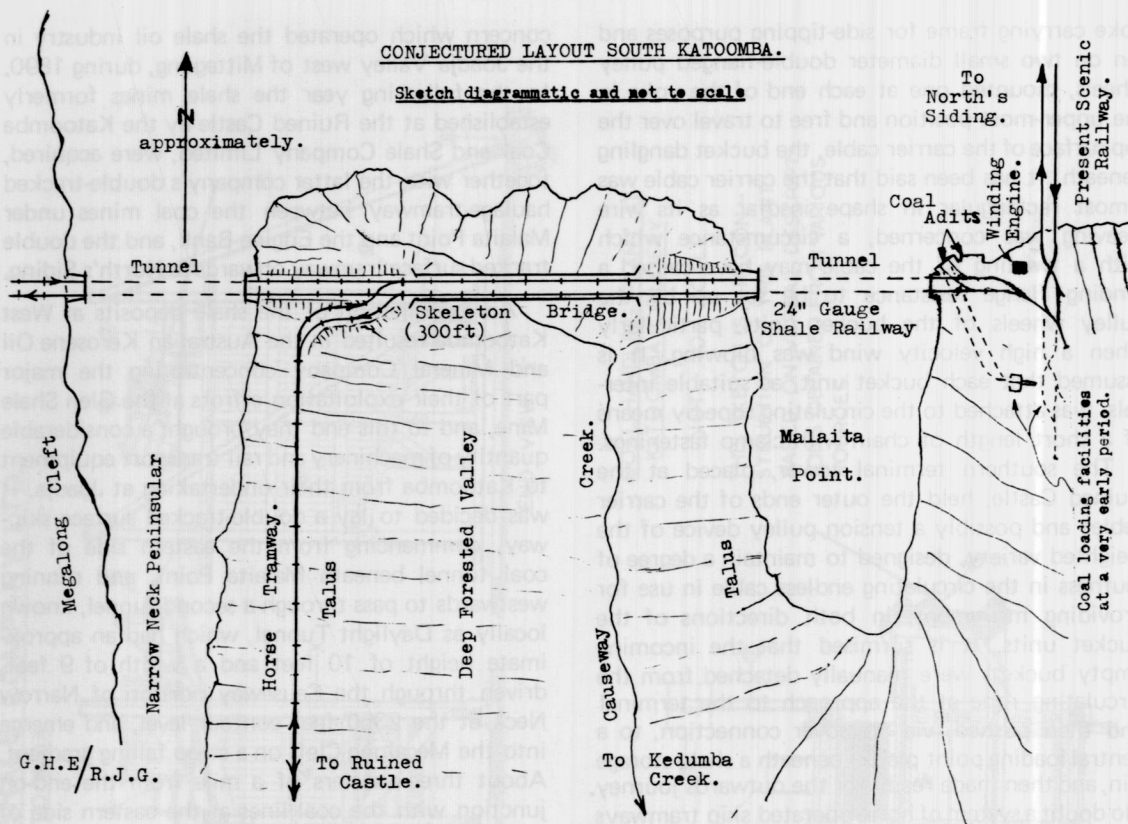


CONJECTURED LAYOUT SOUTH KATOOMBA.

Sketch diagrammatic and not to scale



side of Narrow Neck are somewhat rocky and sterile when compared with the lushness of the vegetation growing on the eastern side of this unique cliff-sided promontory.

In lack of evidence to the contrary it may be surmised that the double-tracked Megalong Valley surface tramway converged at its outer terminal to a single track with short sidings beyond for inbye and outbye skip reception, the latter sidings curving sharply eastwards to enter the adit of the Glen Shale Mine. It could also be taken as an article of faith that the circulating haulage rope of the tramway passed through a weighted tensioning device at this outer terminal. In the course of time at least sixteen adits were driven into the shale outcrops at various locations along the course of the tramway or thereabouts. The company worked this area for many years and more than twenty thousand tons of Export quality shale was dispatched, although the total output actually mined was estimated at sixty thousand tons including "Seconds" and "Trimmings" which were stacked at grass outside each adit awaiting a buyer's market to warrant the expense of its transport removal.

Reverting to the section of the Megalong Valley cable tramway as placed between the two tunnels

and west of the previously mentioned "Skeleton" bridge, we find that a junction facing eastwards was inserted in the tramway, the curved leg of which led southwards as a horse tramway to serve the shale mines at Ruined Castle. As it is understood that the horse's legs and fast moving wire cables are a mixture to be avoided at all costs, a problem arises at this late date (coupled with our lack of information) as to how this embarrassing traffic hazard was overcome. We have been informed by Mr. Gordon MacGregor that at the western end of the "Skeleton" bridge there was a widened formation, as if a number of skip lines had been grouped side by side, some obviously leading to the former coal adits in the immediate vicinity, and others leading to the Ruined Castle Tramway alignment, in addition to the two tracks entering the wet murky "Daylight" tunnel under the beetling cliffs of Narrow Neck Causeway. There were also remnants of foundations, none of which betrayed the reason for their one time existence, together with a great higgledy-piggledy mass of wire haulage cable laying about. This long abandoned state of affairs was noted in the early nineteen-twenties.

There is photographic evidence that the circul-