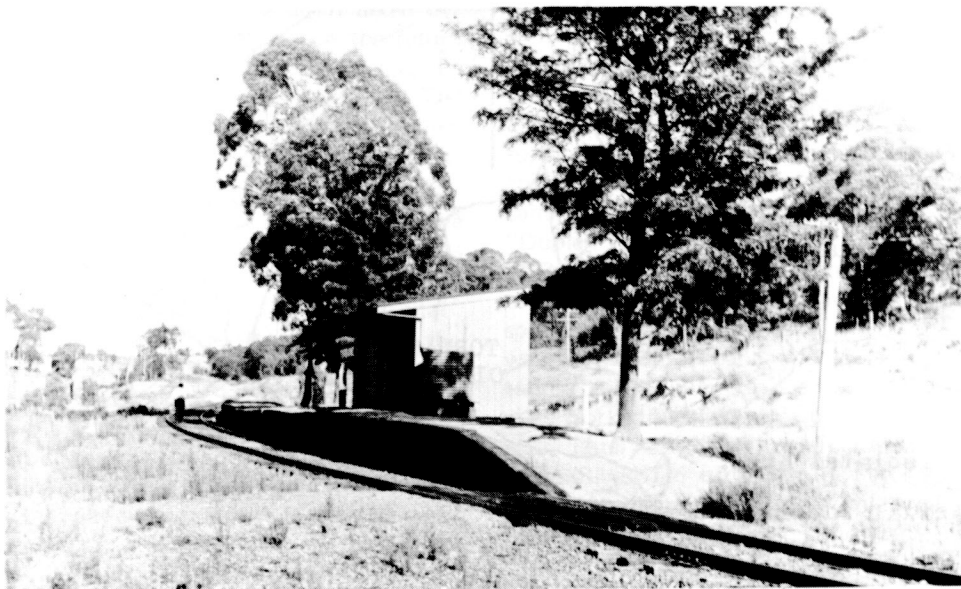


State wide calamity created by the bank collapse of the early eighteen-nineties, consequently the company's assets, holdings, and leases were acquired, about 1895, by the Australian Shale Syndicate, Limited, who, in turn, on May 14th, 1897

leased the undertaking on tribute to the Australian Kerosene Oil and Mineral Company. The transactions of this latter firm will form the basis of a separate chapter.



Torbane railway station, April 1954.

E.M. Stephens.

THE AUSTRALIAN KEROSENE OIL AND MINERAL COMPANY. AIRLY.

Negotiations to acquire the leaseholds and assets of the Genowlan Shale Company in the Genowlan Valley were commenced about 1895 and culminated in an agreement for the transfer being signed by the Australian Kerosene Oil and Mineral Company's directors on May 14th, 1897. It has been stated that the latter concern immediately made arrangements to eliminate costly horse-drawn dray haulage over the unmade roads leading from the bankfoot of the self-acting inclined way at Airly to the Capertee Railway Station goods yard. The first move was to arrange with the Railway Department for the construction of a siding laid in at mileage 129-40 on the Wallerawang to Mudgee Railway. The connection was opened on June 10th, 1897, and on September 2nd, 1897 the siding was named "TORBANE", a place-name which had its origin in Scotland and was identified with the occurrence of the "Boghead" mineral called "Torbanite".

However, another source of information suggests

that the Torbane Siding was installed prior to 1892 and also that the siding junction at that time was protected by signals, presumably of the semaphore type. A Departmental Regulation issued in 1892 gives a most interesting instruction which reads as follows:—

"When it is found necessary, in order to avoid serious delay to traffic, to work this siding by an engine from Capertee and when **not in possession of the Train Staff**, the following instructions must be strictly carried out:— Previous to the engine leaving Capertee, the station master must Wire Rylstone for permission to do so. Officer-in-Charge at Rylstone will give such authority on Specimen Form, but before doing so he must lock up the train staff in his safe, and keep it there until he has received a message (in Form No. 3) that the engine has returned to Capertee. Form No. 2 to be handed to the driver of the engine as his authority to proceed to the siding when not in possession of the Train Staff for the section. When