

arrangements have been completed with Rylstone Officer-in-charge Capertee must despatch a competent man with all the necessary hand signals, to the Torbane Siding at least fifteen minutes in advance of the engine, so that the signals at the siding can be placed at "Danger" previous to the engine leaving Capertee. When the work is completed, the signals must not be again taken off until the engine is ready to leave on the return journey. On arrival at Capertee a message must be sent to Rylstone on Specimen Form No. 3. The form must be collected from the driver, cancelled, and forwarded with a full report to the District Superintendent."

The fore-going regulation will no doubt prove of interest to students of Safe Working systems as it is an early example of "Line Clear" working in use about the 1880-1890 period when the Staff and Ticket system was introduced, following the disastrous collision at Emu Plains. The Staff Section between Capertee and Rylstone had a length of 31 miles, over which the average train took about seventy or more minutes to traverse. At the period of 1897 the Staff Section was shortened to twenty-one and a half miles, the distance between Capertee and Clandulla. At 1900 the Torbane Station was an un-attended platform on the western side of the line graced by a small passenger waiting room, but by this time the local signalling system had been removed.

#### **THE AUSTRALIAN KEROSENE OIL AND MINERAL COMPANY'S TORBANE SIDING.**

The aforementioned siding laid for the Australian Kerosene Oil and Mineral Company served the outer terminal of a double-track surface skipway and was placed within the steep sided walls of a cutting, some fifteen feet in depth for the major part of its length, laying on the eastern side of the single line of the Wallerawang to Mudgee Railway at a distance of about one quarter mile south of Torbane Platform. The entrance point to the company's siding faced towards "Up" trains and together with the protective catch-point, was operated by a "Duplex" type ground frame, the levers being unlocked by key. Beyond the catch-point the siding was down-graded at about 1 in 528 to permit the gravitation of Departmental wagons to and from the shale-loading staith, a wooden construction sited at the crest of the eastern wall of the cutting. The Southern "Full" section of the siding terminated at a standard square-timbered buffer stop. There is a suggestion that the shale siding may have been

originally installed as a loop but details are lacking.

At an undetermined date, presumably about 1903, a run-round loop was laid between the shale siding and the mainline, the northern entrance point connecting with the lead to the shale-siding, whilst the southern entrance connected with the main line at a "Duplex" controlled point facing to "Down" trains. At the same period a sixty foot diameter turn-table was installed on the western side of the main line, the entrance point faced towards "Down" trains and was placed immediately south of the northern entrance point to the loop and its adjacent shale siding. Both the entrance point to the turntable and its protective catch-point were controlled from a locked "Duplex" ground frame.

By 1906 the shale and oil traffic had developed to such an extent that it warranted handling by special trains running over the Government Railway between Torbane and Wallerawang. These trains, usually with a passenger carriage attached, were worked in most cases by the ubiquitous "B" class (later 25 class) 2-6-0 goods type tender locomotives. On occasions, however, one of the mighty-roaring "J 483" class Baldwin-built 2-8-0 tender engines appeared on the scene. The latter class were permitted to haul 290 tons over the 1 in 40 up-graded sections of the main line between Torbane and the summit at the southern side of the Capertee Tunnel. One can imagine the sound of these powerful noisy engines blasting their way upwards with a full load, their huffings and puffings reverberating throughout the numerous rock-walled gullies enclosed within the confines of the vast and beauteous Capertee Valley.

#### **THE CONSTRUCTION OF THE COMPANY'S SURFACE SKIPWAY SYSTEM.**

Apart from securing the shale mining property at Genowlan and operating the mines spasmodically with the old horse haulage and self-acting inclined way system, as introduced by the Genowlan Shale Company at Airly, little else appears to have been done to develop transport arrangements to connect with the company's siding at Torbane until about 1903 when tramway and other equipment became available from the West Katoomba mining system.

The surveying and construction of a double-track cable haulage skipway between the company's siding at Torbane and the bankfoot of the self-acting inclined way at Genowlan was a time consuming and costly undertaking. From an engineering point of view the terrain to be crossed was