



*Above:  
Speed board in Penrose Gorge at  
the approach to No. 2 tunnel.  
E.M. Stephens.*

by myriads of tiny glow-worms clinging to the wet and clammy surface of the rock-walls. Emerging from the darkness of the tunnel the line passed beneath the shelter of a huge cave formed by an overhanging rock shelf, water dripping from above in all directions and ferns were massed in great clusters. Above the tunnel portal the vertical cliff wall towered to a height of some 600 feet, closing in the northern end of this outer section of Penrose Creek Gorge at first sight. However, the creek, flowing through Bell's Grotto, circumnavigated the western and northern side of the tunnel spur, and in the immediate vicinity of the portal was dammed to provide a water supply for the locomotives, the pool being bordered by hundreds of tree-ferns and over-shadowed by a dense rain-forest. Caves line the banks of the stream where rushing waters had under-mined the soft base strata. It was customary for Up trains in particular to stop at this attractive fern-filled spot, located at about 24m. 35c., and here the locomotives lifted the water into their tanks by means of a steam ejector and hose arrangement. The more hardy and adventurous passengers left the train during the watering operation and rejoined it at the 24m. 10c. Loop after walking the narrow footpath through the beautiful Bell's Grotto. The foot track diverged from the line near the tunnel portal and traversed



*Right:  
The dam for locomotive water  
near 24½ miles.  
late S. Thomas.*

*Opposite:*

*Shay locomotive No. 4 working hard in Penrose Gorge.*

*G. Phipps colln.*