



*The entrance to the old coal mine at Katoomba.*

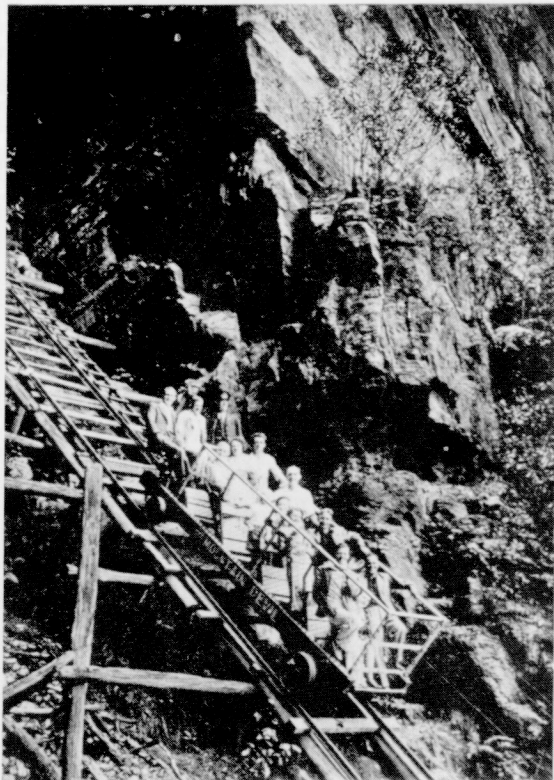
*A. Grunbach colln.*

carried out by a shunting horse. Standing room was provided for sixty-five four-wheeled wagons.

The Local Appendix for 1892 states that "The interlocking frame (at North's Siding) will only have two levers for working points, and lock-bar to same, the latter being unlocked by Key attached to Electric Train Staff for section Katoomba-Blackheath, in the possession. SHUNTING HORNS:- SET POINTS TO WEIGHBRIDGE. One short blast. MIDDLE COAL ROAD. Two short

blasts. OUTSIDE COAL ROAD. One short and one long blasts". It is evident that at this time the semaphore signals had been removed from the main line at the approach to North's Siding, and it is also evident that the sounds of the tootling shunting horns must have been received with mixed feelings by the local residents.

During 1896 the single main line of the Great Western Railway was lowered to follow a new alignment for a short distance north-westwards from Katoomba Station. A crossover facing towards



*Below the tunnel on the scenic railway as it was in the mid-1930's with the "Mountain Devil", the vehicle then in use.*

*A. Grunbach colln.*



*Entrance to the Narrow Neck Tunnel connecting with the Megalong Valley.*

*A. Grunbach colln.*

Down trains led from the platform section of the main line to the section of the original line which had been retained between Katoomba and North's Siding. This re-arrangement eliminated the need for separate interlocking frame governing the entrance to the latter sidings and also permitted access to the sidings being placed within Yard Limits and under the direct control of the signalman at Katoomba Station. This connection, together with North's Siding, remained in-situ until July 3rd, 1918, when they were removed.