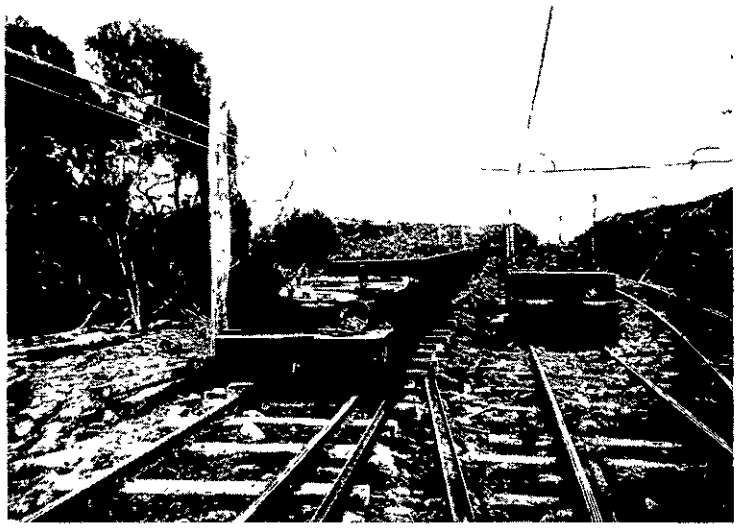
up the trains of empties and distributing the empty tubs to the working faces.

The coal tubs weigh 1500lbs. each empty. and when loaded 4500lbs.; in other words, each loaded tub carries 30 cwt. of coal.

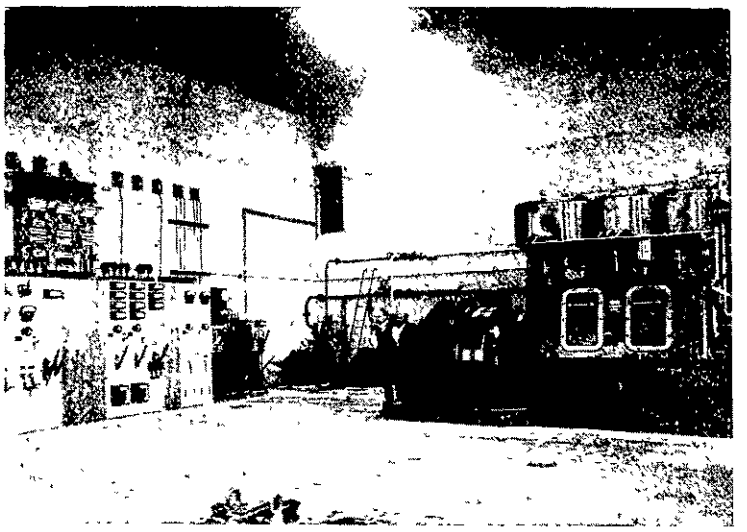
the farthest point of overhead construction.

TRACK.—The track from the head of the top incline right into the mine is of extremely solid construction for this type of work, having 56lb. rails on substantial

the main locomotives hand over the loaded trains, to No. 1 sub-station, is 35 chains, grades varying from 1 in 132 to 1 in 12, an average of 1 in 25, all in favour of the load, with a minimum curve of 2 chains.

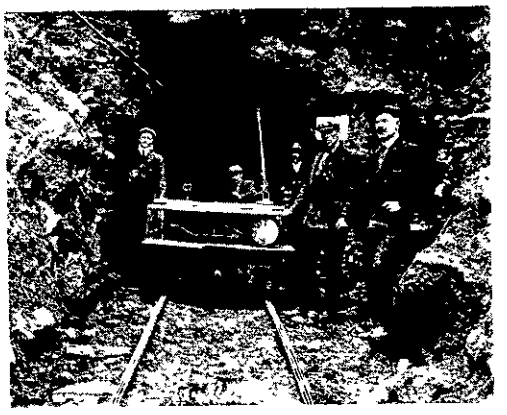


ELECTRIC MOTIVES AT HEAD OF NO. 2 INCLINE

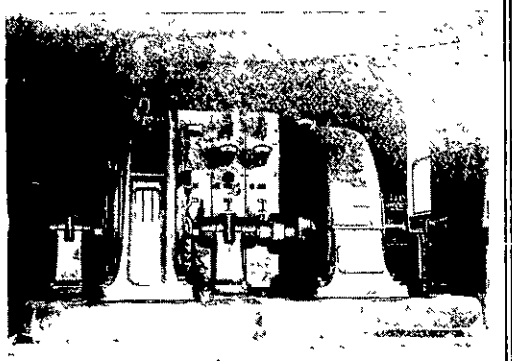


INTERIOR OF POWER HOUSE.

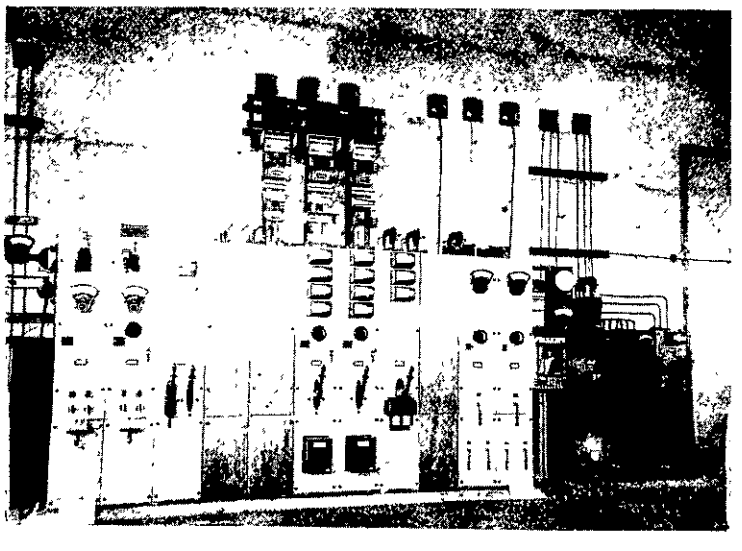
LOCOMOTIVE AND LONG TRUCK TRAIN.



ELECTRIC LOCOMOTIVE AT MINE MOUTH.



ROTARY CONVERTER FOR DRIVING TRAMWAY.



MAIN SWITCH BOARD IN POWER HOUSE.

BABCOCK & WILCOX BOILERS WITH CHAIN GRATE STOKERS.

The "gathering" locomotives are equipped with a reel automatically worked from the locomotive axle, containing 900ft. of flexible twin cable, to enable the locomotive to have an operating range of this distance beyond

sleeper construction. The rails are 40ft long, and at each joint are bonded with two No. 00 bonds, being cross-bonded every three rails. The gauge is 36 inches.

From the head of the top incline, where

From No. 1 sub-station to No. 2 sub-station, at the mouth of "A" tunnel, is 145 chains, grades varying from 1 in 12 to level, average grade being 1 in 21, with a minimum curve of 2 chains, all in favour.