

to work a special train conveying an inspection party to observe the short-lived revival of activities at the oil-works under the auspices of the Newnes Shale Oil Development Committee, of which more anon.

A rule-book governing operations, at least verbally, of the Wolgan Railway was issued in 1911. This book was an abbreviated version of the New South Wales Railway Departmental book of the period.

THE SECOND NEWNES JUNCTION RAILWAY STATION.

After the opening of the Zig-Zag deviation in 1910, the new Newnes Junction Station was located about twenty chains nearer Sydney, a section of the old Government line being retained to provide a connection with the Wolgan Railway. The new junction, sited at 85m 39c, from Sydney, was furnished with a Branch loop and Engine release loop, together with a pair of "Full" and "Empty" dead-end sidings at each end of the station yard, thus giving adequate exchange and shunting facilities for both railway systems. The new "Down" main platform was single-faced, whilst the "Up" main platform was of the "island" type, with the Newnes branch line, and its adjacent engine release loop, on the opposite side. This latter branch at its Sydney end had a direct cross-

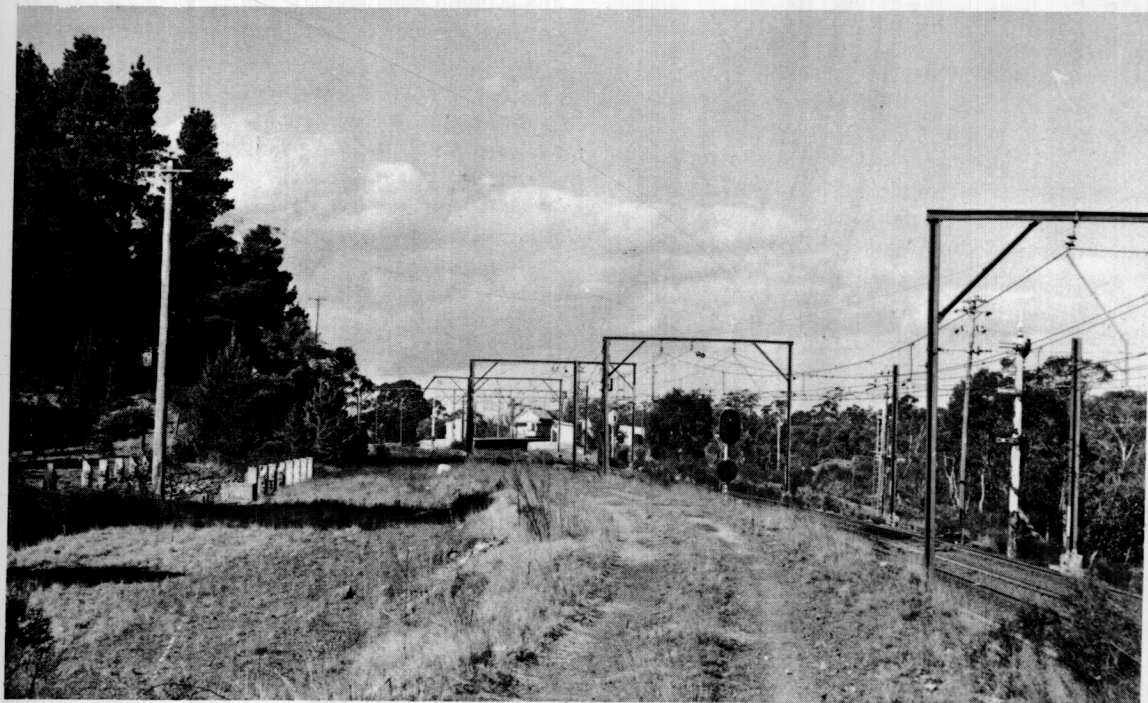
over connection with the "Up" main, and at the Clarence end another crossover led to the "Down" main, a single-slip inserted in the crossover gave a connection from the latter track to the "Up" main. The signal-box controlling all yard movements was placed about midway in the length of the "island" platform.

The Commonwealth Oil Corporation's branch line between Newnes Junction new station and Newnes Junction old station was worked by Train Staff only. The Train Staff for this short section was round-shaped, coloured red, and, surprisingly enough, was engraved "Newnes and Old Newnes".

TRAIN OPERATION OVER THE WOLGAN RAILWAY

The first recorded passenger working over the Wolgan Railway appears to have been made on December 27th, 1907, when a train left Newnes on the Saturday morning in time to catch the Government excursion train. The Corporation's train was operated by No. 1 Shay locomotive hauling three goods wagons and a brake-van.

A passenger service, with some degree of comfort, commenced officially on the 4th February, 1910, when it was announced that a passenger carriage was then attached to the Newnes trains



Newnes Junction station at the time of this book going to press.

A. Grunbach.